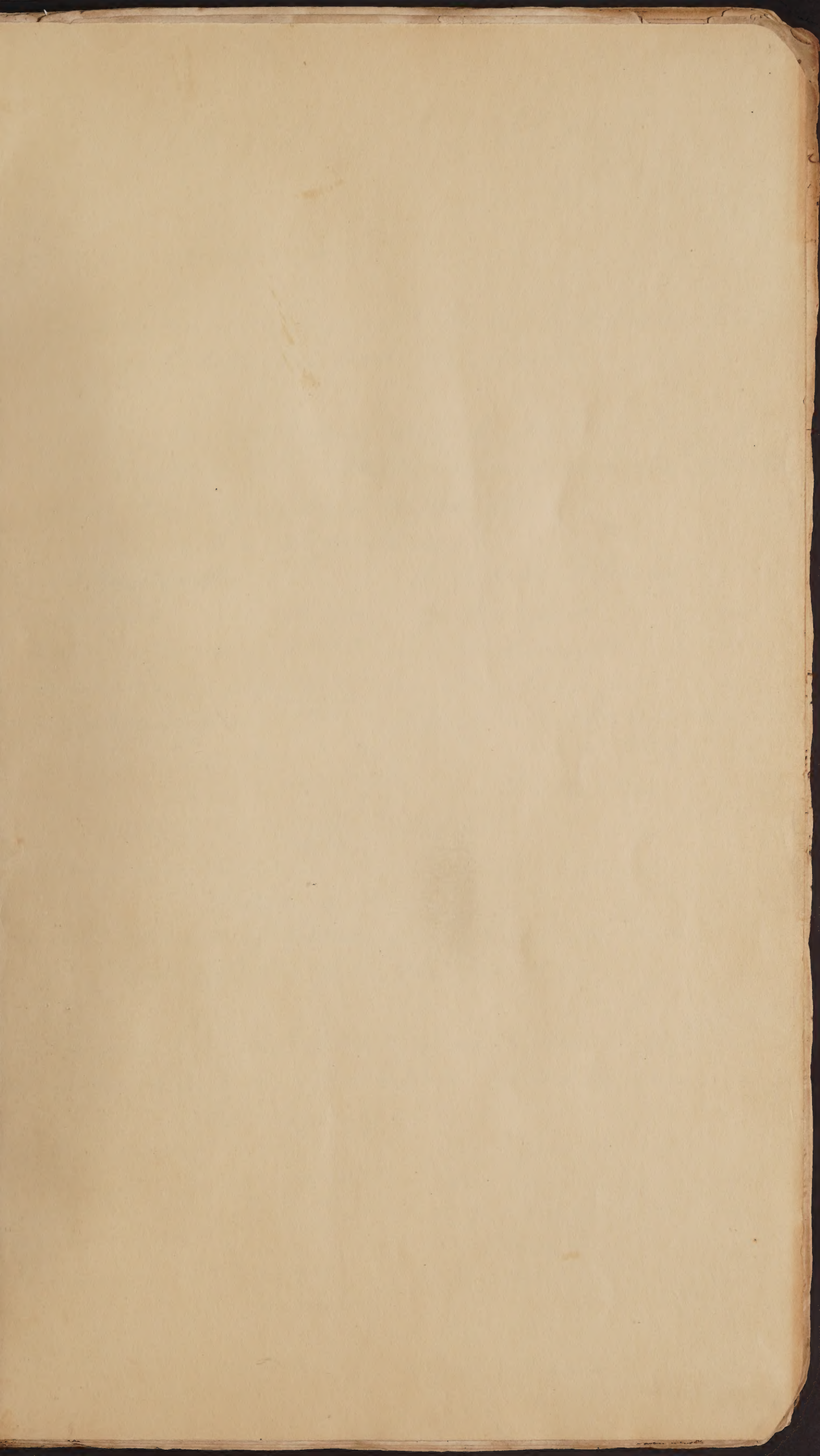






6. 7-6-1817

LB81.5.1 A+B



Plane Sailing

Case 1st

Course and distance sailed given to find the difference of Latitude and departure from the meridian

A Ship from the Latitude of $49^{\circ}51'$ N Sails S. W. by W. 488 miles. required the latitude she is in. and her departure from the meridian sailed from

By Logarithms

To find the Departure

As radius 8 points - 10.00000

Is to the Distance 488 - 2.68842

So is Co sine Course 5 points - $9^{\circ}41'48.5$

To the departure 405.8 = 2.60827

To find the difference of latitude

As radius 8 points 10.00000

Is to the distance 488 2.68842

So is Co sine Course 5 points 2.54474

To the difference of Latitude = 2.43316

From the Lat left $49^{\circ}51'$

Take the Difference 4.31

By Inspection

$49^{\circ}51'$
Lat in $45^{\circ}26'$

Distance 488
244

202.9

Departure 405.8

65 | 271
431

Defer of Lat

Lat in $45^{\circ}26'$

Case 2nd

Course and difference of latitude given. to find the distance run and departure from the meridian

If a Ship runs S. E. by E from $1^{\circ}45'$ north latitude. and the by observation is in $2^{\circ}41'$ south latitude. what is her distance & departure

By Logarithms

To find the departure

A Radius 8 points - 10.00000

Is to Diff of Lat $2^{\circ}41'$ - 2.43297

So is Co sine Course 5 points - 10.17511

To the departure 405.6 = 2.60808

To find the distance

As Co sine Course 5 points 9.74422

Is to diff of lat $2^{\circ}41'$ 2.43297

So is Radius 10.00000

To the distance 488 2.63322

By Inspection

244

202.9

Distance 488

405.8

Departure

$1^{\circ}45'$

$2^{\circ}46'$

$4^{\circ}51'$

miles 488

244

Case 3rd

Course and departure from the meridian given, to find the distance and difference of latitude

If a ship sails N. E by E $\frac{3}{4}$ E from a port in $3^{\circ} 15'$ south latitude until she depart from her first meridian 406 miles. I demand the distance sailed and the latitude she is in

By Logarithms to find the Latitude to find the Distance

As radius 4 pts —	10.00000	As sine course $5\frac{3}{4}$ —	9.95616
Is to depart 406 —	2.60853	Is to Departure 406 —	2.60853
So is cotang. Course $5\frac{3}{4}$ pt —	9.67483	So is radius —	10.00000
To difference of latd 192°	2.28336	To the Dis 449.1	2.65237
3.12	3.12		
	Lat left 3.15		
	Lat in $0.3 S$		

By Inspection

21 406	Departure
903	— 224.5
	225
	21 444
	224.1
	Distance 449

95.8
96.2
21 900
96.0
192
Departure

Distance and difference of latitude given to find the Course and departure

Case 4th

Suppose a ship sails 488 miles between the south and east, from a port in $2^{\circ} 52'$ South latitude, and then by observation is in $3^{\circ} 23'$ south latitude, what course has she steered and what departure has she made.

to find the course By Logarithms to find the departure

As the dis 488 —	2.68842	As radius —	10.00000
Is to radius —	10.00000	Is to distance 488 —	2.68842
So is the difference lat 271	9.45217	So is sine Course 56.16	9.91973
To co-sine Course 56.16	9.74455	To the depart 405.8	60.835

By Inspection

Dist 488
244

7.23
2.52
4.31
60
21 271
135.5

202.9
2
Dist 405.8
Course S. E by E

Case 5th

3

Distance and departure given. to find the course and difference of latitude

Suppose a ship sails 488 miles between the north and west, from the Latitud of $32^{\circ} 25'$ north, until her departure is 405 miles. what course has she steered, and what latitude is she in

to find the course By Logarithms to find the difference of Lat

As the distance 488	- 2.68842	As radius	10.00000
Is to Radius	10.00000	Is to the Dis 488	2.68842
So is departure 405	- 2.60946	So is co-sine Course $56^{\circ} 6'$	9.74644
To sine of Course	- 9.91904	To Diff. of Latitude 272.2	- 2.43486
$56^{\circ} 6'$ or N. W. by W.			

By Inspection

$$\begin{array}{r} \text{Distance } 488 \\ 244 \\ \hline \end{array}$$

$$\begin{array}{r} 2405 \text{ Departure} \\ 2025 \\ \hline \end{array}$$

$$\begin{array}{r} \text{Difference of Lat} \\ 135.5 \\ \hline \end{array}$$

N. W. by W. Course

Case 6th

Difference of latitude and departure given. to find the Course & dist

A Ship sails between the north and west till her difference of latitude is 271 miles. and her departure is 406 miles. I demand her course and distance.

To find the Course By Logarithms To find the distance

As Diff. Lat 271	- 2.43297	As Radius	10.00000
Is to Radius	10.00000	Is to diff Lat 271	2.43297
So is Departure 406	- 2.60853	So is sec. of Course $56^{\circ} 12'$	2.5564
To tang of Course $56^{\circ} 12'$	- 10.17556	To the Dis - 488.2	- 2.68861

her course is N. W. by W. and the Distance 488.2 miles

By Inspection

$$\begin{array}{r} \text{Diff Lat } 271 \\ 135.5 \\ \hline \end{array}$$

$$\begin{array}{r} \text{Departure } 406 \\ 203 \\ \hline \end{array}$$

$$\begin{array}{r} \text{Distance } 244 \\ \hline \end{array}$$

Course N. W. by W. - Distance 488 miles

Questions for Exercise.

Question 1

A Ship in 2.10 south latitude, sails N. by E. 89 leagues, wh^o Latt is she in, and what is her departure,

By Logarithms

To find the difference of Lat

As Radius 8pts - 10.00000
Is to the dis 267 - 2.42651
So is Sine Course 1 pt - 9.99157
To the diff of Lat $261.9 = 2.41808$
 $\frac{4.22}{2.12}$
Latt in 2.12

To find the departure

As Rad 8pt 10.00000
Is to dis 267 2.42651
So is Cos Course 1 pt 9.29024
To the departure 1.71675
Leagues 17.36

By Inspection

Leagues 89
miles 277

60 | 266.9
4.22

Diff of Lat

3 | 52.1
17.1
190
36

4.22
2.12
Latt in

Question 2nd

A ship sails S. S. W. from a port in 41.30 north latitude, and then by observation is in 36.57 north latitude. I demand the distance run and departure

To find the dist. By Logarithms

To find the departure

As to Sine 2 pts - 9.96562
Is to diff of Lat 273 - 2.43616
So is radius - 10.00000
To the distance = 265.5
 $\frac{2.47057}{2.47057}$
Leagues 88.5

As radius - 10.00000
Is to differ Lat - 2.43616
So is tang Course 2 pts - 6.1722
To the dep $3 | 113.1$
37.7 Leagues

By Inspection

41.30 N. Lat
36.57 " "
4.33

295
296
3 | 295.5
88.5

miles 273 Diff Lat

112.9
113.3
3 | 226.2
113.1
37.2

37 - 7 Departure

Question 3rd

5

A ship sails S. S. W. $\frac{1}{2}$ W from a port in $21.30'$ south latitude until her departure be 59 leagues. I demand her distance run, and latitude in

By Logarithms To find the distance

As Rad — 10.00000
Is to Depart 177 — 2.24797
So is Co tang Course $2\frac{1}{2}$ pts — 2.4204
To diff of latt $60 | 331.2$ 52001
5.31

As sine of course $2\frac{1}{2}$ — 9.64339
Is to Dep. 177 2.24707
So is radius 10.00000
To Distance $3 | 375.5$
125.2

By Inspection

59
3
177
Dep 88.5

2.36
5.31
8.01 Lat in

165.8
331.2 Diff latt

187
188
375
187.5
375
126 Distance

Question 4th

If a Ship sails 360 miles south westward from $21.59'$ south latitude until by observation she be in $24.49'$ south latitude. what is her course and departure

To find the course By Logarithms To find departure

As the distance 360 — 2.55630
Is to radius — 10.00000
So is diff latt 170 — 2.23046
2.67465
To co. sine Course 61.49

As radius — 10.00000
Is to dis 360 — 2.55630
So is sine Course 61.49 9.94515
To dep — 317.3 — 2.50145

By Inspection

Distance 360
180

21.59
24.49
2.50
60
170
85

158.4
2
217.4

Departure

her Course is S. W. by West and Departure 217.4 miles

Case 5th

Suppose a ship sails ^{miles} 354 north eastward from 2° 9' south latitude, until her departure be 150 miles, what is her course and Latitude in.

By Logarithms

To find the course To find the Lat. in

As dis-354 2.54900
 As to R 10.00000
 So is Dep-150- 2.17609
 To Course 23.4 9.62709

As Ra - 10.00000
 Is to Dis 354 2.54900
 Co Sin 2pt - 9.95704
 To Diff Lat 2.50604
 643204
 5.28

By Inspection

2) 354 Distance 2) 150 Departure
 77 75

160
 2
 3.20
 5.20
 2.09
 3.11 Lat in

Question 6th

Sailing between the north and west. from a port in 1° 59' South latitude, and then arriving at another port in 4° 8' N Latitude, which is 209 to the westward of the first port. Demand the course and distance from the first port to the second.

By Logarithms

To find the Course

As diff Lat 369 2.56467
 Is to R 10.00000
 So is Dep 209 2.32015
 To true Course 9.40 9.75548
 N. N. W ³/₄ West

To find the Distance

As Diff Lat 369 - 10.00000
 Is to R 2.56467
 So is Secant 9.40 0.6102
 To Distance - 422.4 2.62567

By Inspection

Lat 1.59
 4.08
 6.07
 60
 2) 369
 183.5

209 210
 104.5 212
 Dist 422 N 29.30 West

Question 7th

Four days ago we were in the Latitude of $3^{\circ}25'S$. and have since that time sailed in a direct course N.W. by N. at the rate of 8 miles an hour. required our our present latitude and departure

By Logarithms

To find Diff lat

As radius 10.00000

Is to Dis 268 - 2.88536

So Sin course 3 pt 9.91835

To Diff lat 1038.6 - 80521

3.25
7.13 Lat in

To find the departure

As R - 10.00000

Is to Dis 268 2.88536

So is sin course 3 pt 9.24474

To Departure 426.3

By Inspection

159.6 768 Distance 106.4

6.0 63.8.4

10.38

Lat in 7.13

426.8 Departure

Question 8th

A ship in the latitude of $3^{\circ}52'$ south, is bound to a port bearing N.W. by N. in the latitude of $4^{\circ}30'$ N. how far does the port lie to the westward, and what is the ships distance from it.

To find the distance. By Logarithms.

To find the departure

As Course Course 52° 9.67339

is to the Diff Lat 502.2.70040

So is radius - 10.00000

To Distance 106.5 3.02431

As R - 10.00000

Is to diff Lat 502 2.70040

So is tan course 52° 2.7204

To Departure 939.2 2.97274

By Inspection

S. Lat $3^{\circ}52'$ South

4.30

8.22

60

4 50.2
125.2

2.67

266

533

266.1

4

Distance 106.4.4 miles

234.6

235.5

440.1

235.0

4

940 Departure

Question 9th

A ship from the latitude of $48^{\circ}15'$ north. sails S. W. by S. until she has depressed the north-pole 2 degrees. What direct distance has she sailed. and how many miles has she got to the westward.

By Logarithms

To find the distance	To find the departure
As Cosine Course 3pts- 9.91985	As radius 10.00000
Is to Diff Lat 120 - 2.08918	Is to Diff lat 2.07918
So is Radius - 10.00000	So is tang course 3pts 9.82489
To the distance - 144.3 ^{miles} 2 1593.3	To the departure 1.90407
	She has made to the west 80.2 miles

By Inspection

Diff of latitude 120 miles	144	80
	145	80
	289	160.5
	144.5	80.2
Distance		Departure

Traverse Sailing

example 1st

Suppose a ship takes her departure from Block Island, in the latitude of $41^{\circ}10' N.$ the middle of it bearing N. N. W. dist. by estimation 5 leagues. and sails S. E. 34 miles W. by S. 16. W. N. W. 39. and S. by E 40 miles. required the latitude she is in and her bearing and distance from Block Island.

TRAVERSE TABLE

Courses	Diff. Lat.	Departure			
		Dis	N	S	E
S. E. 15			13.8	5.7	
S. E. 34			24.0	24.0	
W. by S. 16			31		15.7
W. N. W. 39	14.9				36.0
S. by E 40			19.2	7.0	
	14.9	80.2	37.5	51.7	
		14.9		37.5	
		63.3		14.2	

To find the course or bearing of Block Island from the ship

As diff Lat 65.3 -	1.81491
Is to Radius. -	10.00000
So is Departure 14.2 -	1.15229
To tang of course $12^{\circ}16'$ -	9.33738

To find the distance of the Island

As Sine of Course $12^{\circ}16'$ -	7.32728
Is to Departure 14.2 -	1.15229
So is radius -	10.00000
To the distance 66.8	1.82507

Traverse Sailing

example 2nd

9.

A Ship from Mount Desert Rock, in the latitude of $43^{\circ}52'$ N. sails for Cape Cod, in the latitude of $42^{\circ}5'$ N. its departure from the meridian of Mount Desert Rock, being supposed to be 84 miles west. but by reason of contrary winds, she is obliged to sail on the following courses, Viz. South 10 miles N. E. 25 miles, S. W. 30 miles, and N. 20 miles, required the bearing and distance of the two places, the course and distance sailed by the ship, and the bearing and distance of her intended port

(Lat of Mount Desert Rock)

$43^{\circ}52'$
 $42^{\circ}5'$

 $1^{\circ}47'$

Courses	Dis	Diff Lat		Departure	
		N	S	E	W
South	10		10.0		
N. E.	25		9.6	23.1	
S. W.	30		21.2	21.2	
N.	20			20.0	
		Diff Lat	40.8	Dep	64.3

As Diff Lat $1^{\circ}47'$ 2.02938
is to Rad 10.00000
So is Depart - 84 1.72428

To tang Course $38.8'$ 9.89490

Course between Mount Desert and Cape Cod is South $38.8'$ West.

As Rad 10.00000
Is to Diff Lat $1^{\circ}07'$ 2.02938
So is sine Course $38.8'$ 0.10426
To the Distance 136.2 2.13364

107
 48.8

 156.2
Diff Lat

84
 64.3

 148.7
Depart

As Diff Lat 66.2 1.82086
Radius 10.00000
So is Departure 148.7 1.29447

To the tang Course 16.34 9.47361

As Radius 10.00000
Is to Diff Lat 66.2 1.82086
So is Secant Course 16.34 0.1841

To the Distance 69.1 1.83427

The Course between the ship, and Cape Cod is $16^{\circ}34'$, and the Dist 69.1 miles

Diff of Lat - 40.8 1.61066
is to radius - 10.00000
So is Dep 64.3 1.80321

To Tang Course 57.36 8.19565

As radius - 10.00000
Is to Diff Lat 40.8 1.61066
So is sec Course 0.27098

To the Distance 79.2 1.88164

Ships Course $57.36'$, and Distance 79.2 miles

Traverse Sailing

Case 3rd

A ship in the Latitude of 35.10° N. is bound to a Port in the Latitude of 33.00° N. which lies 180 miles west of the meridian of the Ship. but by reason of contrary winds she sails the following Course viz S. W. by W. 22 miles. W. S. W. 30 miles. W. by S. 25 miles. W. by N. 18 miles. S. S. E. 32 miles. S. S. E. & E. 24. S. by E. 25. S. 31 miles. Required the latitude the ship is in and her departure from the meridian. with course and Distance to her intended Port

Courses	Dis	Diff Lat	Depart
		N	S
S. W. by W. 22			15.0
W. S. W. 30			8.7
W. by S. 25			4.9
W. by N. 18	3.5		
S. S. E. 32		65.6	27.1
S. S. E. & E. 24		23.2	13.9
S. by E. 25		24.5	4.9
S. 31		31	
		3.5	172.7
			45.4
			98.3
			45.9
			Dep 47.4

$$\begin{array}{r}
 60 \overline{) 169.4} \\
 \underline{2.49.4} \\
 37.10 \\
 \underline{34.21} \text{ Lat of Ship}
 \end{array}$$

$$\begin{array}{r}
 34.20.6 \\
 \underline{33.00.0} \\
 1.20.6
 \end{array}$$

$$\begin{array}{r}
 60 \\
 \underline{80.6} \text{ Diff Lat}
 \end{array}$$

$$\begin{array}{r}
 180 \\
 \underline{47.4}
 \end{array}$$

$$\begin{array}{r}
 132.6 \text{ Depart}
 \end{array}$$

$$\begin{array}{r}
 \text{As Diff Latitud } 169.4 \quad 2.22891
 \end{array}$$

$$\begin{array}{r}
 \text{Is to Radius } - \quad 10.00000
 \end{array}$$

$$\begin{array}{r}
 \text{So is Departure } 47.4 \quad 1.64518
 \end{array}$$

$$\begin{array}{r}
 \text{To tangent Course } 15.38 \quad 9.44687
 \end{array}$$

$$\begin{array}{r}
 \text{As Radius } - \quad 10.00000
 \end{array}$$

$$\begin{array}{r}
 \text{Is to Diff Lat } 169.4 \quad 2.22891
 \end{array}$$

$$\begin{array}{r}
 \text{So is Secant Course } 15.38 \quad 0.01637
 \end{array}$$

$$\begin{array}{r}
 \text{To the Distance } 175.9 \quad 2.24528
 \end{array}$$

Ships Course 15.38° & distance of 175.9 miles

$$\begin{array}{r}
 \text{As diff Lat } - 80.6 \quad 1.90634
 \end{array}$$

$$\begin{array}{r}
 \text{Is to Radius } \quad 10.00000
 \end{array}$$

$$\begin{array}{r}
 \text{So is Departure } 132.6 \quad 2.12254
 \end{array}$$

$$\begin{array}{r}
 \text{To Tangent Course } 58.42 = 2.1620
 \end{array}$$

$$\begin{array}{r}
 \text{As Rad } \quad 10.00000
 \end{array}$$

$$\begin{array}{r}
 \text{Is to Diff Lat } 80.6 - 1.90634
 \end{array}$$

$$\begin{array}{r}
 \text{So is Secant Course } \quad 2.18446
 \end{array}$$

$$\begin{array}{r}
 \text{To distance } 155.1 \quad 2.19074
 \end{array}$$

The course to the intended Port is 58.42° W. Distance of 155.1 miles - The Latitude being in 34.21° N.

Middle Latitude Sailing

Case 1st

11

The Latitudes and Longitudes of two places given. to find their bearing and distance

By Logarithms

To find the Departure

A Rad 10.00000
 Is to diff Long. 2894 3.43040
 So is co-sine N. Lat 39.31-98 8730
 To the Departure 3.31770
 2048 miles

To find the course

A diff lat 304 - 2.48287
 is to Rad. 45 10.00000
 So is Departure 2048- 3.31770
 To tang of Course 81.41 10 83483

To find the distance

A Rad 10.00000
 Is to Diff lat 304- 2.48287
 Is to secant of Course 81.41 10.83970
 To the Distance 2102 = 3 32257

By Inspection

Lat 42.3	42.3	Long 70.4 W
36.59	36.59	2510
5.04	74.2	44.54
Diff lat 304	39.31	60
	Mid Lat	2694 Diff long
909.1		
206.1		
445.2		
207.6	Dep = 7 1/4 pts	Dis 210
		2100

Case 2nd

A ship in the Latitude of 49.55' N and Longitude of 15.16' West sails south-westerly till her departure is 789 miles and Latitude of 39.20' N. Required the course, distance and Longitude in.

By Logarithms

as Diff lat 637 2.80414
 Is to Rad 10.00000
 So is departure 789- 2.89708
 To Tang of Course 31.5 10.09294

As sine Course 51.5 9.89101
 Is to Departure 789 2.29708
 So is Rad 90 10.00000
 To the distance 1014- 3.00607

A co-sine Mid lat 4438 9.85225
 Is to Departure 789 2.89708
 So is Rad 10.00000
 To diff Long 1109 3.04483

By Inspection

Lat 49.55	1010	Distance
39.20	1010	
10.37		
Diff lat 637	112	
49.55	10	
39.20	1120	Diff
89.17		Long
44.38 Mid Lat	18.46	
Long in 32.45	18.28	
	35.09	

Middle Latitude Sailing

Case 3rd

A ship in the latitude of $42^{\circ} 30' N.$ and longitude of $58^{\circ} 50' W.$ sails S.E. by S. 591 miles. Required the Latitude and Longitude in?

By Logarithms

To find the diff Lat		To find the Departure	
As Rad. 8 pts	10.00000	As Rad 8 pts	10.00000
Is to dist 591	2.77159	Is to dist 591	2.77159
So is co-sine Course 3 pts	9.91985	So is sine Course 3 pts	9.74474
To the Diff Lat	2.69144	To Depart 328.3	2.51633
	491.4		

To find Diff. of Longitude	
As s cos mid lat $38^{\circ} 24'$	9.89415
Is to depart. 328.3	2.51633
So is rds 90.	10.00000
To diff of long. 419	2.62218

By Inspection	
42.30	Long 420 = $58^{\circ} 50'$
8.11	
34.19	Lat in Long in $51^{\circ} 51'$
42.30	
76.49	
38.24	Mid Lat

Case 4th

Suppose a Ship sailing from a place in the latitude of $49^{\circ} 57' N.$ and longitude of $30^{\circ} W.$ makes a course good of S. $39^{\circ} W.$ and then, by observation, is in the latitude of $45^{\circ} 31' N.$ It is required to find the distance run, and Longitude in?

To find depart.	By Logarithms	To find the distance	
As Rad 45	10.00000	As cos. course. 39°	9.89050
Is to Diff Lat 206	2.42488	Is to diff of lat. 206	2.42488
So is tang Course 39°	9.90837	So is rad 90.	10.00000
To Depart 215.4	2.33325	To the dist. 342.3	2.53438

To find the difference of Longitude	
As cos. of Mid lat. $47^{\circ} 44'$	9.82775
Is to depart. 215.4	2.33325
So is rad 90.	10.00000
To diff of long. 320.3	2.50550

By Inspection	
Lat $49^{\circ} 57'$	171 107.6
45.31	342 713.2
426	
288	
95.28	164
47.44	322 Diff Long
Mid Lat	

Case 5th

Suppose a ship sails 300 miles North-westerly, from a place in the latitude of 37° N. and the longitude of 32.16° W. until she is in the latitude of 41° N. Required her course, and longitude in;

By Logarithms

diff of longly. depart

To find the course

To find the departure

As the dis 300 2.47742
 Is to Rad. 90 10.00000
 So is diff. lat 240 2.38024
 To co-sine course 36.52 9.90309

As cos mid lat 39 9.89050
 Is to Dep 180 2.25524
 So is rad. 90 10.00000
 To diff long 231.6 2.36474

To find the departure

By Inspection

As rad 90 10.00000
 Is to dis 300 2.47742
 So is sine Course 36.52 9.77892
 To Depart 180 2.25524

37.00 37.00 Course 37°
 41.00 41.00 diff long 232
 4.00 78.00
 60 3.9.00 Dep 180.5
 240 80
 I Lat 2340 Long 32.1.6
 Mid Lat Long in 36.08

Case 6th

A ship in the latitude of 50.10° S. and longitude of 30.00° E sails Sails E.S.E. until her departure is 957 miles. Required her distance sailed, and Latitude and longitude in.

By Logarithms

To find the diff of lat

To find the distance

As rad 4pts 10.00000
 Is to depart 957 2.98091
 So is co-tang course 6pts 9.61722
 To diff of latitude 396.4 59813

As sine course 6pts 9.96562
 Is to dep 957 2.98091
 So is Rad 10.00000
 To the distance 1036.501529

As cosine Mid-lat 53.28° 9.77473
 Is to depart 957 2.98091
 So is Rad 90 10.00000
 To the diff. Long. 1608 3.20618

By Inspection

50.10 30.00
 6.38 26.54
 5648 Lat in 56.50
 106.58 183 957
 53.28 159
 Mid lat 322 1040 Dist in
 16.10 398 Diff lat
 26.50

Middle Latitude Sailing

Case 7th

A ship in the latitude of $49^{\circ}30'$ N. and longitude of $25^{\circ}00'$ sails southeasterly 645 miles until her departure from the meridian be 500 miles. Required the course steered, and the latitude and longitude the Ship is in.

By Logarithms

To find the course. Case 6. Plane Sailing To find the distance

As diff lat 271 . . . 2.43297
 Is to radius . . . 10.00000
 So is depart 406 . . . 2.60853
 To tang of course 55.17 . . . 1.7555

As Rad . . . 10.00000
 Is to diff lat 271 . . . 2.43297
 So is secant Course 55.17 . . . 10.25564
 To the distance 488.2 . . . 2.68861

As distance 645 . . . 2.80906
 Is to Rad 90 . . . 10.00000
 So is depart 500 . . . 2.69897
 To sine course 50.49 . . . 9.88941

As Rad 90 . . . 10.00000
 Is to dis 645 . . . 2.80956
 So is cos. 50.48 . . . 9.80058
 To diff of lat 407.5 . . . 2.01014

As cos Mid lat $49^{\circ}30'$. . . 9.84098
 Is to depart 500 . . . 2.69897
 So is Rad 90 . . . 10.00000
 To diff long 721.1 . . . 2.85799

By Inspection

lat left $49^{\circ}30'$	Course $55^{\circ}00'$
Diff lat 6.49	Long left 25.00
lat in 42.44	Diff long 721.1
sum 92.16	12.01
46.06	12.59

15

Questions For Exercise.

Case 1st

Required the bearing and distance between two places. one in the latitude of 37.55° N. and longitude of 54.23° W. the other in the latitude of 32.38° N. and longitude of 17.05° W.

By Logarithms

As Rad . . . 10.00000	As diff lat 317 . 2.50106
Is to diff lat 317 . 2.60106	Is to rad . . . 10.00000
So is sec course 80.9 10.76683	So is dep 1827 . . 3.26174
To distance 1853 - 3.26789	To tang Course 80.9 - 76068

Case 2nd

Required the direct course and distance from a place in the latitude of 36.55° S. and longitude of 20.00° East to another place in the latitude 32.38° S. and longitude of 8.54° W.

By Logarithms

As rad. . . 10.00000	As diff. lat 257 . 2.40993
Is to diff of long. . 3.23905	Is to rad . . . 10.00000
So is cos mid-lat. 34.46° 9.91460	So is depart 1424 3.15351.
To the departure 1424 - 3.15365	To tang of course 79.46 74358

As sine Course 79.46 - 9.99304
Is to depart 1424 - 3.15351
So is rad - 10.00000
To distance 1447 = 3.16047

By Inspection.

Lat left - 36.55°	20.00
32.38	8.54
4.17	28.54
00	60
257	1734

36.55	Distance 1400
32.38	Course N 80. W
69.43	143.4
34.40	141.7
Mid lat	285.1
	142.5 Departure

Middle Latitude Sailing

Case 3rd

A Ship from the latitude of $37^{\circ}30'$ S. and longitude of 60° E. sails $N 79.50^{\circ} W$ 202 miles. required the latitude and longitude in

By Logarithms

As rad	10.00000	As cos Mid lat 37.15	9.90101
P to the distance 202	2.30535	P to sine course 79.50	9.99326
So is cos course 79.50	9.24253	So is distance 202	2.30535
To diff of Lat. 35 miles =	1.54788	To diff Lat Long	12.29861
$\frac{3730}{35.5}$ Lat in		60.250	9.90101
		410	2.39760
		60.00	
		55.50 Long in	

Case 4th

A ship from the latitude of $34^{\circ}35'$ N. and long of $45^{\circ}10'$ W. sailed south $83^{\circ}30'$ E. 101 miles. required her latitude and longitude

By Logarithms

As rad	10.00000	As cosine mid lat 34.29	9.91608
P to distance 101	2.00432	P to sine of course 83.36	9.99728
So sine course 83.30	9.04715	So is the distance 101	2.00432
$\frac{101}{1.05147}$ miles			12.00100
To diff of latitude $\frac{3435}{34.24}$ Lat in		To diff of Long $\frac{61.215}{2.0.2}$	9.91008
		45.10	2.08452
		Long in = $\frac{43.14}{43.14}$	

By Inspection

	34.24	100.4	10.6	
	34.35	100.2	11.3	111
	58.59	200.6	22.9	2.01
Middle latitude	34.29	100.3	11.4	45.10
		Departure	34.35	43.15
			34.24	Long in
			Lat in	

Mercator's Sailing.

Case 1st

Required the bearing and distance from Cape Cod Light House in the latitude of $42^{\circ} 3'$ N. and longitude of $70^{\circ} 4'$ W. to the island of St. Mary, one of the Western Islands in the latitude of $36^{\circ} 59'$ N. and longitude of $25^{\circ} 10'$ W.

By Logarithms

As Mer Diff lat $39^{\circ} 5'$	2.59660	As rad	10.00000
P to rad	10.00000	P to prop diff lat 304	2.48287
So is diff long 2694	3.43040	So is secant Course 81.40°	0.83884
To tang of Course 81.40°	0.83380	To the distance	3.32171
			2098

By Inspection

Lat of Cape C. L. H. $42^{\circ} 3'$		
36.59	Meridional parts	27.86
304		70.04
60		25.10
304	Course 81.4 pts	44.54
	Distance	2094

Case 2nd

A ship in the latitude of $49^{\circ} 57'$ N. and longitude of $15^{\circ} 10'$ W. sails southwesterly until her departure is 789 miles, and then by observations is in the latitude of 39.20 . required her course distance and Longitude in

By Logarithms

		Rad	10.00000
As Prop diff of lat 637	2.80414	P. D. Lat 637	2.80414
P to Rad	10.00000	Secant Course 51.5°	0.20191
So is depart 789	2.89708	To distance	10143.00005
To tang of Course 51.5°	0.09294		

By Inspection

49.57	Meridional Parts	34.70
39.20		25.11
10.37	Course 51°	89.9
60		
637	Distance	1010 miles
	Diff Long	1111 miles

Mercator's Sailing

Case 3rd

A ship in the latitude of 42.30° N. and Longitude of 58.51° W. Sails S. by E. 59 miles required the latitude and Longitude in

By Logarithms

As rad	10.00000	As Rad	10.00000
To distance 59	2.77159	Meridional D. Lat. 028	2.79796
To iscos-course 3 ^{pts}	<u>9.91985</u>	To is tang Course 3 ^{pts}	<u>9.82489</u>
To Diff lat	$491.4 = 2.69144$	To diff Long	$419.6 = 2.62285$

By Inspection

42.30	58.51	Meridional parts	2822	105
Latitude in	8.11	163.8	2194	60) 420
34.19	65.51	3	31628	7.00
	Long in	491.4	Diff lat	2591
		8.11	157	Diff long

Case 4th

A ship from the latitude of 49.57° N. and Longitude of 30° W. Sails S. 39. W. till she arrives in the latitude of 45.31° N. required the distance run and Longitude in.

By Logarithms

As cos course 39-	9.89056	As Rad	10.00000
To prop diff lat 266	2.42488	Mer diff lat	2.59770
To is radius	10.00000	To is tang course 39	<u>9.98837</u>
To the distance	$242.3 = 2.53438$	To Diff of long	$320.7 = 2.50607$

By Inspection:

Latitude left 49.57	Meridional parts 34.70	Distance 342
Latitude in 45.31	3074	Departure 215.2
diff lat $4.26 = 266$ miles	$\begin{array}{r} 31369 \\ - 198 \end{array}$	Diff. long $60) 325$
		$\begin{array}{r} 5.21 \\ 30.00 \\ \hline 35.21 \end{array}$
		Long in 35.21

Case 5th

19

A ship from the latitude of 37° N. and longitude of $32^{\circ} 15'$ W. sails 300 miles northwesterly. until she is in the latitude of 41° N. required the course steered and longitude in
By Logarithms

As the distance 300	2.47712	As radius	10.00000
Is to Rad	10.00000	Is to mer. diff. Lat 309	2.48996
So is the Prop diff of lat 240	2.38021	So is Tang course $36^{\circ} 59'$	9.87501
To cos course $36^{\circ} 52'$	9.90309	To diff Long 231.7	2.36497

By Inspection

Lat left 37.00	mer parts 2393	Depart 180.5
Lat in 41.00	" " 2702	Course 37°
diff lat 4.00	$309 \div \frac{1}{2} = 1545$	$116.2 \times 2 = 2324$

Case 6th

A ship from the latitude of $50^{\circ} 10'$ S. and longitude of 30° E. sails E. S. E. until her departure is 957 miles. required the distance sailed and the latitude and Longitude in

By Logarithms

As rad	10.00000	As sine course 6 pts	9.96562
Is to depart 957	2.98091	Is to depart 957	2.98091
So is co-tang course 6 pts	9.61722	So is rad	10.00000
To Prop diff Lat $3964 = 3.59813$		To distance 1036	3.01529

As rad	10.00000
Is to mer diff of lat 667	2.82415
So is Tang course 6 pts	0.38278
To diff Long $1610 = 3.20691$	

By Inspection

Lat left 50.10	Mer part	54.00
Diff lat 6.30	" "	41.57
Lat in 56.40	" "	667

$207 \times 5 = 1035$ Distance

$792 \times 5 = 396$ Diff lat

1608 Diff Long

Mercator's Sailing

Case 7th

A ship in the latitude of $49^{\circ}30'$ N. and the longitude of 2° W. sails south-easterly 545 miles. making 500 miles departure required the course steered and the latitude and longitude
By Logarithms

Distance 545	..	2.80956	As rad	..	10.00000
As rad	..	10.00000	Mer diff lat 589	..	2.77012
Lo is depart 500	..	2.69897	Lo is tang course 50.44		
To sine of course 50.44		2.88941	To diff long 722.6		0.08879
					<u>2.85891</u>

By Inspection

49 ³⁰	Mer part	3428	Course	51°
Diff lat 4075 = 648			Diff lat	407.5
Lat in 4242 N.	..	2839	Diff long	1276
	Mer diff lat	589		

Journal.

Of the Ship Alpha's home-ward bound passage

Remarks on board Tuesday 9th 1837

At 5 P.M. got under way, and stood out of the harbour, with a light breeze from the southward

Lat of Paita Point $5^{\circ} 03'$ Long $81^{\circ} 20'$ 

Wednesday 10th These 24 hours, light winds, Paita Head in sight off the Starboard quarter
Lat $5^{\circ} 17'$ Long $81^{\circ} 20'$

Thursday 11th Light winds, at 8 A.M. saw a school of Humphries
Lat $5^{\circ} 57'$ Long $82^{\circ} 58'$

Friday 12th Pleasant weather, with a fine breeze, making a S.W. course
Lat $6^{\circ} 36'$ Long $83^{\circ} 20'$

Remarks on board Saturday 13th

Yesterday we were in the Lat of $6^{\circ} 36'$ Long $83^{\circ} 20'$. and have
been sailing S. 44° miles. S. 7° by S. 8 miles S. 7° by E. $36'$.

Allowing 1 PS for variation & the way

	N	S	E	W
T. 24.	40	28.3		28.3
S. 1. 1/2 by 3	8	6.7		4.4
S. 1. 1/2 by 1. 1/2	30	16.7		24.9
		57.1		57.6
		6.30		

58 Lf of Long
83.20
 84.18 Long at nearly D.R.

Lat by Observation 7.25

Lat by DR 7. 27
yesterday 6. 36
Summer 14. 03
New Lat 7. 01

To find the course and distance from Portia

Lat of Picta 5.03

Long of Paita 81.02

" " Ship 7.27

" " Ship 84.18
 Lat Pitt 5.12
 3.12

2.24

Lat Pata 5.03

3. 16

$$\begin{array}{r} 2. \\ \text{Sif Lat } 60 \\ \hline 144 \end{array}$$

$$\begin{array}{r} 7.27 \\ \hline 1920 \end{array}$$
$$\begin{array}{r} 20. \\ \hline 196 \end{array}$$

To find the ^{Diff Lat} Course

Mid Lat $\frac{2.50}{6.15}$

Diff Lang

Mid Lat 6.15

No Diff lat 144 2. 15886x

As Rod 1200000

To to " Long 196 2.18752

21/2 Lat 144 2.15836

So is. Mid Lat 6.15 9.98741

Dec Cours 4645 10. / 6419

To tang Course 2nd 18493

232255

Paitabears N.E. " " " " Dist 210 miles from P.

Sund
14th

These 24 hours fresh gales & cloudy. Since yesterday
we have ^{been} sailing P.M. 7.5 hours at the rate
of 4 knots per hour = 24 miles S. 7.5 hours = 72

S. N. 24	9.2	22.2
S. N. 72	51.0	58.4

82
8418
8540

Diff Long
Long by D R

Lat by Observation 8.23

West Lot $\times 7.27$
 R 8.27

 15.54

 9.57
 M. Lat

23

Remarks on board Monday 15th 1837

Yesterday were in the lat of 8.27 and have been sailing S. by E. at the rate of 5 Knots per hour = 12.0 miles at noon single reefed the Topsails

$\begin{array}{r} 24 \\ 5 \\ \hline 120 \\ 60 \end{array}$	$\begin{array}{r} 42.4 \\ 2 \\ \hline 84.8 \end{array}$	$\begin{array}{r} 42.4 \\ 2 \\ \hline 84.8 \end{array}$
	Diff Lat	Departure
9.51	= Lat by DR	
8.18	Lat by Observ	
9.09	M Lat	
		86 miles
		85.40
		Long by DR 87.06

Tuesday 16th The most of these 24 hours we have been under close reefed Topsails, sailing S. by E. for which I allow 3 pts lee way. & 1 pt variation making a good course S. by E. at the rate of 4 knots per hour = 96 miles

$\begin{array}{r} 42.4 \\ 2 \\ \hline 84.8 \end{array}$	$\begin{array}{r} 42.4 \\ 2 \\ \hline 84.8 \end{array}$
S. by E. 120	Diff Lat 84.8
60	
Lat by DR 9.49	yes Lat 87.06
Lat by Observation 11.14	Lat 88.31
	Long by DR

Wednesday 17th These 24 hours we have made, v. S. by E. course at the rate of 4 knots per hour = 108 miles 108

$\begin{array}{r} 36.6 \\ 2 \\ \hline 73.2 \end{array}$	$\begin{array}{r} 24.4 \\ 2 \\ \hline 48.8 \end{array}$	$\begin{array}{r} 44.9 \\ 2 \\ \hline 89.8 \end{array}$
Dir Lat		
11.14	88.31	
	89.19	
		11.14
		12.43
30.00		Lat by DR
88.31		
89.31		Longitude by Dead Reckoning

24. Remarks on board, Friday August 19th 1857

These 24 hours we have been steering South under close reefed Topsails at the rate of $4\frac{1}{2}$ Knots per hour for which I allow 15 pts lee way & 1 pt variation = 10

$$\text{Diff Lat } 47.6 \quad \text{Dep } 25.5 \quad 54$$

$$\begin{array}{r} \text{Lat by DR } 14.18 \\ \text{Mid Lat } 13.28 \end{array} \quad \begin{array}{r} \text{Lat by OBS } 14.18 \\ \text{Long by DR } 90.23 \end{array}$$

Remarks Yesterday we were in the lat of 14.18 & Long 90.2 on board and have made the course good at $S\frac{3}{4}E$ at the rate of $4\frac{1}{2}$ knots per hour = 108

$$\begin{array}{r} \text{Diff Lat } 1.41.6 \\ \text{Lat by DR } 15.54 \\ \text{Long by OBS } 92.08 \\ \text{Long by DR } 91.01 \end{array}$$

Remarks These 24 hours light winds & cloudy. steering $S\frac{1}{2}E$ on board for which I allow 1 pt variation & 1 pt lee way Sund 21st at 4 knots per hour = 96

$$\begin{array}{r} \text{Diff Lat } 47.1 \\ \text{Lat by DR } 17.35 \\ \text{Mid Lat } 16.48 \end{array} \quad \begin{array}{r} \text{Dep } 9.4 \\ \text{Long by DR } 92.25 \end{array}$$

Lat by OBSERVATION 17.33

Remarks on board Monday August 22nd

These 24 hours light winds making a South. $Pr \frac{3}{4} W$ at the rate of 2 $\frac{1}{2}$ knot = 60 miles. At 4 P.M. saw a school of Sperm Whales lowered 2 boats at 5 P.M. came on board with no success

Lat by DR 17.33
 18.24
36.02
Mid Lat 18.01

56.5 Dep 20.2 21 Lat by Obs 8.32
 92.23
92.44 Long by DR

Tuesday
23rd

These 24 hours pleasant weather & calm at 3 P.M. saw a school of Sperm Whales lowered the boats and chased them - at 5 P.M. came on board as usual - at half past 9 P.M. took an Observation of the Sun & Moon

Lat 19.2
Long by DR 92.54

Sun's Obs Alt

33.00	24.49	95.04.15	
33.19	24.29	95.03.30	11.47.31
66.19 (Alt)	49.18	190.07.43	5.29
33.09	24.39	95.03.52	11.42.02
11	20	15.50	2.36
33.20	24.19	13.33	11.44.38
19.00	33.20	95.35.15	90.00.00
101.45	95.33	58.41	Pa Dis 101.44.38
154.03	153.14	10.07	
77.02	76.37	2.03	
33.20	18.58	17.22	15.28 56.48
43.42	43.17	16	15.21 56.22

02433
00920
935098
9.83940
19.22392
9.61196

True Dist - $95.03.44$
 $95.04.00$
16

9.9979 = 9.9979
1639 1639
0242 6355
1.7582 = 1.2188
1.9442 = 1.0158

15.28 56.48
15.21 56.22
7 26
2 6
15.26 56.42
7 (H & Pa)
15.33
Sun

Star Time

8.46.48	3047
2.40	2.8293
20.49.28	2.5246
6.12.00	
27.01.28	3.00.32
24.00.00	12
3.01.28	15.00.32
	8 49.28
Long by Obs $92.46.00$	<u>6.11.04</u>

200
Remarks on board *Wednesday* 24th August 1837
These 24 hours light winds & calm. all hands employed
in ship's duty To ends in Lat 19.14 Long by DR 93

Thursday
25th
The most of these 24 hours light winds & calm
Heaving S.E. 1 pt variation 1/2 pt lee way at the
rate of 2 knots per hour = Dis 48 = Diff Lat 47 miles
Dep 4.7 = Diff Long 5
Course S E Long by DR 93.00 Lat 19.14
92.55 20.01

Friday
26th
The first & middle part of these 24 hours light
winds & calm latter part squally with some
rain Course made good S. 3/4 S. distance
Lat by OBS 20.40 151 mile
20.01
Diff Lat 39 Dep 33.4 Diff Long 36
92.53
Long by DR 93.31

Saturday
27th
These 24 hours we had a good breeze and plea-
sant weather with all sail out. Making a course
S. by E. Distance 90 miles
Lat by OBS 21.58
20.43
1.15
42.41
Mid Lat 21.20
Dep 50
Diff Long 64
93.31
Long by DR 94.25

Sunday
28th
These 24 hours light winds & cloudy. Making
a S. by W. course at the rate of 3 knots per hour
Distance 72 miles Diff Lat 20.6 Diff Long 15
21.58
Lat by OBS 23.08 Lat by DR 23.08 94.25
Long by DR 94.40

Monday
29th
The first part of these 24 hours light winds
and calm. the middle part calm the latter
Making a South course, at the rate of 1 1/2 knots
per hour. Distance 37 miles. Latitude 23.45
Longitude 94.40.

Remarks on board Tuesday 30th August.

27

The first part of these 24 hours light winds & cloudy at 4 P.M. the wind hauled round to the N.E. Making a course S by E. with a fresh breeze. at 5 P.M. single reefed the Topsails & bent the Fore-Topmast Staysail.

Course made good S.E. by S. $\frac{1}{2}$ S. Dist 71
Lat by D.R. $24^{\circ} 46'$ Lat by Obs $24^{\circ} 46'$
Long by D.R. $94^{\circ} 03'$

Wednesday
31st

These 24 hours strong winds from the S.S.E. at 8 A.M. saw a sperm whale going quick to the leeward. lowered 2 boats. but could not get on. so came on board. Courses sailed. 64 N 12 miles - S.W. by W. 56 miles N.W. 15 miles Course made good S.W. S. Distance 48 miles
Lat $25^{\circ} 05'$ Long by D.R. $94^{\circ} 52'$
Long " Obs $94^{\circ} 30' 15''$

Thursday
1st
September
1837

These 24 hours light winds and calm. Making a S. Course - 37 miles. all sail set.

Lat $25^{\circ} 42'$ Long by D.R. $94^{\circ} 59'$

Friday
2nd Sept

The first part of these 24 hours Calm. Middle light wind and cloudy. the latter part a pleasant breeze from the N.E. at 7 A.M. set the Fore Topmast - Studding-sail & bent the Main & Mizzen Staysails - Course S.S.E. Distance sailed 72 miles
Lat $26^{\circ} 52'$ Long by D.R. $94^{\circ} 36'$

Saturday
3rd Sept

The first part of these 24 hours strong winds from the N.E. at 3 P.M. took in Top Studding-sail & Top-gallant sails - at daylight made sail again at 11 A.M. carried away the Fly-Gib-Boom so ends with the Wind. W. making a course S. by E. $\frac{1}{2}$ E. Dist 132
Lat $28^{\circ} 56'$
Long by D.R. $93^{\circ} 40'$

Remarkson board Sunday September 14th 1837
 These 24 hours Strong Winds from the S. West. at
 2 P.M. bent a new Fore Topsail & single reefed them. &
 ends with the wind ahead Making a course S.E.
 Dist 106 miles.. Course S.E. - Lat 30° 12 - Long by D.R.

92.17

Monday
 5th The first part of these 24 hours strong winds.
 the middle & latter parts. light winds and
 calm. at noon bent a new Main-Topsail
 and Tacked Ship and stood off shore -
 Course made good S. E. by E. Dist 45 -
 Lat 30° 37' - Long by D.R. 92° 31'

Tuesday
 6th These 24 hours light winds & calm. a heavy
 swell coming from the southward
 Course S.W. Dis 23m Lat 30° 53' Long by D.R. 92° 31'
 Long by Observation 91° 18' 45"

Wednesday
 7th The most of these 24 hours light winds & calm
 Lat 31° 15' Long by D.R. 91° 38' no Course.
 S. S. E. Distance sailed 28

Thursday
 7th These 24 hours dull. calm. weather. Lat 31° 2.
 Long by Observation 91° 25' 15" Long by D.R.
 91° 30'

Friday
 8th The first part of these 24 hours light Winds &
 Calm. Middle & latter part light winds &
 with pleasant weather - at 1 P.M. Tacked
 Ship and stood in shore. at 11 A.M. again
 Tacked Ship - With the wind to S. by E.
 Course made good S.E. Distance 15
 Lat 31° 38' Long by D.R. 91° 1.

Saturday
 9th The first part of these 24 hours light winds from
 the S.E. standing off shore. The middle & latter
 part the same. Distance 65 miles Course
 S.W. Diff Long 55 miles
 Lat 32° 24' 91° 12' D.R.
 92° 14' Long by Observation

Remarks on board. Sunday, September 10, ¹⁸³⁷ 1837, ²⁹

The first part of these 24^{hours} light winds from the N.E. Middle & latter part the same. at 2 P.M. set the Topmast Studding-sail. with the wind from the Northward. Lat 33.38 Long by DR 92.10 Course S.E. Distance 75 miles

Monday
11th

The first part of these 24 hours light winds from the Northward. the middle & latter part pleasant Breezes. - at 2 P.M. bent a new Foresail & Gib Course S.E. Dist 82 miles Lat by DR 35.1 Long by DR 91.59

Tuesday
12th

The first and middle part of these 24 hours strong winds from the N.W. at 5 A.M. the wind hauled to the S.W. took in Top-gallient sails, and braced the Yards. at 1 P.M. took the Waste Boat on deck - Course made good S by E $\frac{1}{4}$ E Distance 125 miles Lat 37.00 Long by DR 91.18

Wednesday
13th

The most of these 24 hours headwinds and squally. Wind from the S.W. at 2 P.M. Course made good S.E. $\frac{1}{2}$ E Distance 80²⁵ Lat 38.8 Long by DR 90.08 Long by Chron 88.18.30

Thursday
14th

These 24 hours a whole said breeze from the S.W. with squally weather. Course made good S.E. by E. Dist 101 miles Lat 39.4 Long by DR 88.22

Friday
15th

September
1837

These 24 hours squally. with a strong breeze from the S.W. at 5 A.M. single-reefed the Top-sail. the wind still increasing. Lat 40.28 Course made good S.E. $\frac{1}{4}$ S. Long by DR 85.52 Distance sailed 109

30
Remarks on board, Saturday, 16th. September, 1837.

The first part of these 24 hours fresh gales from the N.W. at 4 P.M. double reefed the Topsails & sent down Fore & Mizzen Top-gallant yards - at 5 P.M. closed Fore & Mizzen Topsails, and lay too under a close reefed Main-Topsail, Main & Fore Topmast Staysail, so ends with a Gale. Course made good S.E. by S. Dist 103
Lat 41.53. Long by D.R. 85.16

17th

The first part, strong gales from the N.W. - at 5 P.M. the wind abated, set the Fore Sail, Fore & Mizzen Topsails. at noon hoisted the Topsails single reefed so ends with a heavy swell running from the Westward. Making a S.E. Course. Dist 62 miles - Lat 42.34
Long by D.R. 84.38

18th

These 24 hours commences with strong wind from the N.W. with squally weather at noon hauled the Mainsail & Lib. the latter part fresh gales more to the Northward. Course S.E. Dist 112 - Lat by D.R. 44.22
Long " " 84.22

19th

These 24 hours strong Gales from the Northward at 10 A.M. the Wind hauled to the S.W. hauled the Fore & Mizzen Topsails - at noon hauled the Main Topsail, and hove her to under 3 Staysails. Course S.E. - Distance 140
Lat by D.R. 46.49 Long 84.01

20th

The part of these 24 hours strong gales from the N.W. laying too under 3 Staysails. at 7 P.M. set the Foresail & Main Topsail, close reefed at 1 A.M. set the Fore & Mizzen Topsails Course made good S.E. $\frac{3}{4}$ E Dist 61 miles
Lat by D.R. 47.28 Long by D.R. 83.25

Remarks on board Thursday 21st September 1839

The first part of these 24 hours light winds and cloudy from the N.W. at 4 A.M. the wind hauled to the S.E. wore ship & stood off shore.

Course made good S by E 3 E. Dist 47 miles
 Long by Chron = $84^{\circ}57'$ Lat by Observation $47^{\circ}59'$
 " " D.R. $83^{\circ}47'$ " " D.R. $48^{\circ}12'$

Friday
 22nd

The first part strong winds from the S.E. Middle the same with frequent hail squalls, at 4 P.M. shook the reefs out of the Topsails. Stearing by the Wind. Course made good S.W. Dist 44 miles
 D.R. Lat $48^{\circ}41'$ Long $84^{\circ}34'$ D.R.

Saturday
 23rd

The first part of these 24 hours light winds & calm, the middle part the same, at 4 P.M. the wind hauled to the Northward. Stearing S.E. Dist 24 miles Lat by D.R. $49^{\circ}05'$
 Long " " " $84^{\circ}34'$

Sunday
 24th

The first part of these 24 hours light winds from the N.W. Middle & latter part pleasant breezes & cloudy. Stearing S.E. with all sail out. Dist sailed 75 miles
 Lat by Observation $50^{\circ}14'$
 " " D.R. $50^{\circ}20'$ Long by D.R. $84^{\circ}28'$

Monday
 25th

The first part of these 24 hours light winds Middle part pleasant Gale from the N.W. Latter part Calm. Lat by Observation $51^{\circ}35'$
 Dist sailed 77 miles " " D.R. $51^{\circ}37'$
 Long by Chron $85^{\circ}43'$
 " " D.R. $84^{\circ}22'$

32
Remarks on board. Tuesday. Sept. 26th 1837
The first part of these 24 hours pleasant. Fair
from the Northward. at 4 A.M. the wind increas-
handed the Fore & Mizzen Topsail and reefed
the Foresail. Course S. Dist. 132 miles.
Lat by D.R. 53.49 Long 84.28

Wednesday
27th " The first part of these 24 hours running under
a close reefed Main Topsail & Foresail
at 1 A.M. the wind abated. set the Topsail
at daylight made more sail. Steaming S.E.
with the wind from the N.N.W. with a
cold rain. Course Made good S & E
Dist 127 miles Lat by Observation 55.12
Long " " 83.05 " " D.R. 56.06

Thursday
28th " All of these 24 hours we have ^{been} scudding before
a very heavy Gale of wind from the S.W.
the sea running so high that we dare not
heave her too. Course made good S.E. & E
Dist 159 miles. Lat by Observation 57.48
Long by D.R. 80.17 " " D.R. 57.46

Friday
29th " The first part of these 24 hours the gale abated
at 2 P.M. hove her too. at 7 again made
sail. steering N.E. at 12 kept her E.S.E. at
daylight made more sail. Course made
good E & N Dist 100 miles Lat by Obs 57.48
Long by Chron 76.41 " " D.R. 57.40
" " D.R. 77.15

Saturday
30th " The first & latter part of these 24 hours light
winds and pleasant weather the middle
part a thick Snow Storm. Wind S.W.
Course made good E by N. Dist 78 miles
Lat by Observation 57.34 Long by Chron 73
" " D.R. 57.25 " " D.R. 74

Remarks on board. Sunday. October. 1st 1837

The first part of these 24 hours pleasant. the middle part squally with some hail. the latter part strong gales from the N.W. at 2 A.M. closed up the topsails, at hove her too. under 3 staysails. Course made good E. by South Dist 122 miles. at 6 A.M. saw a ship on the Starboard quarter. Lat $57^{\circ} 31'$ Long by D.R. $70^{\circ} 40'$

Monday
2nd
The first part of these 24 hours, we were laying too. under 3 staysails. with a very strong gale from the N.W. at 2 A.M. the wind hauled more to the westward set the Foresail & Mⁿ Topsail and kept her off E.N.E. Making a Course E. by S. Dist 132 miles
Lat $57^{\circ} 47'$ Long by D.R. $68^{\circ} 18'$

Tuesday
3rd
The first part of these 24 hours. strong winds & squally. the middle part the wind hauled to the S.W. set the Topsails close reefed. Stearing N.N.E. Dist 92 miles. Lat $57^{\circ} 11'$ Long by D.R. $65^{\circ} 40'$

Wednesday
4th
The first part of these 24 hours. strong winds and squally at 5 P.M. hauled the Topsails. and hove her too. with the wind from the N.W. at 7 P.M. the wind hauled to W.S.W. set the Topsails & reefed the Foresail. at 8 A.M. made more sail. Stearing Course made good. N.E. $\frac{1}{2}$ E. Dist 92 miles.
Lat $56^{\circ} 01'$ Long by D.R. $63^{\circ} 40'$

Thursday
5th
These 24 hours pleasant weather. with a fine breeze from the W.S.W. Stearing N. E. by N. Dist 80
Lat $55^{\circ} 05'$ Long by Obs $61^{\circ} 39' 45''$ Long by D.R. $61^{\circ} 49'$

Remarks on board Friday October 6th 1837

These 24 hours we have had a very good run with fine weather with the wind from the S.W. making a course N.E. & E. Dist 158 miles. at noon the most Eastern of the Falkland Islands bore from the Ship N. by E at the Distance of 102 miles. Lat $53^{\circ}32'$ Long by Obs $58^{\circ}13'$ Long by DR $58^{\circ}15'$

Saturday 7th The first part of these 24 hours pleasant weather. Middle & latter part strong winds and cloudy from the N.W. - making a course N.E. & E. Dist 138 miles Lat $52^{\circ}00'$ Long by DR $55^{\circ}23'$

Sunday 8th First part strong winds from the S.W. at 5 P.M. hauled the N. & S. Paulient Sails. Middle part the same at 11 P.M. reefed the Foresails. Latter part calm with a heavy swell. Course made good N.E. by E & E Dist 82 miles Lat $57^{\circ}24'$ Long by DR $53^{\circ}28'$

Monday 9th The first and middle part Calm. & Foggy the Latter part a light breeze from the N.W. made all sail. Course N.E. Dist 45 miles. Lat by DR $50^{\circ}52'$ Long $52^{\circ}35'$

Tuesday 10th These 24 hours we have had a pleasant breeze from the S.W. Steering N.N.E. Dist 128 miles Lat $49^{\circ}02'$ Long $50^{\circ}45'$

Wednesday 11th The first part of these 24 hours pleasant gales from the Southward. Middle part squally. at 12 M. hauled the Fore & M. Topsails. at 5 A.M. made all sail again Course made good N.N.E. Dist 174 miles Lat $46^{\circ}26'$ Long by Chron $49^{\circ}26'$ " " DR $49^{\circ}54'$

Remarks on board. Thursday. October 12th 1837

The first pleasant weather. the Middle part strong
Gales from the Northward. with rain. at 2 A.M. close reefed
the Foresail. at 10. hauled the Fore & Miz Topsisails. so ends
so ends. laying too under M. Topsisail. Course made good
N.E. by E $\frac{1}{2}$ E. Dist 80 miles Lat 55.30' Long by D.R. 48.25'

Friday 13th The first part of these 24 hours commenced with strong
gales from the Northward Laying too under M. Topsisail
at 3 P.M. the wind hauled to the westward. made
sail. and kept her off N.N.E. Dist 88 miles
Lat 44.34' Long by D.R. 46.56'

Saturday 14th These 24 hours we have had a very steady breeze.
from the N.W. with a very thick Fog. Course
N.E. Dist 82 miles Lat 43.36' Long by D.R. 45.35'

Sunday 15th The first part of these 24 hours thick Fog weather
the Middle part raining. with Thunder & Lightning
and a strong breeze from the N.W. the latter
part made sail with the wind from the S.W.
Course N.E. $\frac{1}{4}$ E. Dist 96 miles Lat by D.R. 42.32'
Long " " 43.58'

Monday 16th First & Middle part light winds and cloudy. at
5 A.M. the wind hauled to the S.E. at 6 saw a
large Sperm. whale 1 mile from the ship. but did
not lower Course N.E. by N. 121 miles Lat 40.50'
Long by D.R. 42.20'

Tuesday 17th All of these 24 hours we have had a pleasant
breeze from the S.E. So ends with a fair wind
Course made good N. by E. $\frac{1}{4}$ E Dist 170 miles
Lat 38.08' Long by Chron 41.26'
" " D.R. 41.17'

36 Remarks on board Wednesday. October, 18th 1838
 These 24 hours we have had Pleasant weather. with
 a brisk wind from the S.E. with all sail set. at 3 A.M.
 sent up Topgallant yards making a course N.N.E.
 Dist 190 miles Lat 35° 14' Long by Chron 40° 15'
 " " D.R 39° 47'

Thursday 19th
 The first part of these 24 hours strong winds from
 the S.E. Clewed up Topgallant sails & reefed the
 Topsails. at 7 handed them & reefed the Foresail
 at 10 P.M. hove her too under 3 Staysails
 Course made good N.N.E. Dist 97 miles
 Lat by D.R 33° 49' Long by D.R 38° 51'

Friday 20th
 The first part of these 24 hours we were Laying too
 3 Staysails with a strong gale from the S.E. at 1 A.M.
 the gale abated. set the Topsails and Foresail.
 at 5 the wind hauled to the S.W. Stearing N.E.
 Course made good N.N.E. Dist 63 miles
 Lat 32° 50' Long by Chron 39° 10' Long by D.R 38° 21'

Saturday 21st
 These 24 hours we have had a pleasant breeze from
 the S.W. all sail out. Stearing N.E. Dist 136 miles
 Lat by Ob 30° 50' Long by Ob 37° 04'
 " " D.R 30 55 " " D.R 36° 52'

Sunday 22nd
 First part of these 24 hours light wind and Calm
 the Middle & Latter part the same. at 9 A.M.
 saw a Finback. Course N.E. by N. Dist 60 miles
 Lat 30° 04' Long by Ob 36° 12'
 " " D.R 36° 14'

Monday 23rd
 The first part of these 24 hours light winds & Calm
 at 8 A.M. a breeze sprung up from the N.E. placed
 the yards and stood in shore Making a Course N.E.
 Dist 72 miles Lat 29° 11' Long by D.R 37° 12'

Remarks on board *Tuesday*. October 24th 1834

The first part of these 24 strong winds from the N.E. at 10 P.M. the wind hauled to the westward. the latter light winds and calm. all sail out. Course made good N.E. $\frac{1}{2}$ N. Dist 74 miles. Lat $28^{\circ}27'$. Long by D.R. $36^{\circ}04'$

Wednesday
25th

These 24 hours pleasant weather with light winds from the westward. at 5 A.M. a man fell overboard while drawing water. lowered a boat and took him on board again. Course N.E. $\frac{1}{2}$ N. Dist 88 miles. Lat $27^{\circ}14'$ Long $35^{\circ}10'$

Thursday
26th

These 24 hours we had a pleasant breeze from the S.W. with pleasant weather. making a Course N.E. $\frac{1}{2}$ N. Dist 138 miles Lat $25^{\circ}26'$ Long $33^{\circ}45'$

Friday
27th

First part of these 24 hours a pleasant breeze from the S.W. middle part strong winds. with frequent rain squalls. at 3 A.M. saw a Ship of the Larboard bow. standing in shore. Latter part pleasant with the wind more to the ~~wind more to the~~ Southward. Course N.E. $\frac{1}{2}$ N. Dist 143 miles. Lat $23^{\circ}21'$ Long by D.R. $32^{\circ}18'$.

Saturday
28th

These 24 hours pleasant wind from the S.W. all sail set clearing N.E. Lat $21^{\circ}43'$ Long $30^{\circ}06'$

29th

These 24 hours light winds from the Southward. at 5 A.M. the Island of Trinidad hove in sight 1 pt of the Starboard bow. Course N.E. $\frac{3}{4}$ E. Dist ^{nu} 125 Long at noon by D.R. $28^{\circ}20'$ Long of Trinidad $29^{\circ}05'$

Remarks on board Monday. October 30th
 These 24 hours light winds & pleasant. all hands
 employed in Ship's duty. Lat 18° 49' Long 29° 42'

Tuesday
 31st Light winds from the E.N.E. Making a course
 N.E. by W. all sail set Lat 17° 32' Long 30° 18'

Wednesday
 November 1st The first part of these 24 hours. light winds from
 the N.E. at 7 P.M. tacked Ship, and stood
 to the eastward. so ends with a head wind
 Lat 17° 16' Long 29° 30'

Thursday
 2nd These 24 hours light winds from the Northward
 with frequent squalls of rain. Standing to the
 eastward. Lat 17° 04' Long 28° 50'

Friday
 3rd Light winds from the N.N.W. Making a
 a course N.E. by E. Lat 16° 18'
 Long by Chron 27° 49' 30"

Saturday
 4th The First & middle part of these 24 hours. we were
 standing to the Eastward. with the wind
 from the Northward. at 5 A.M. tacked Ship
 so ends with a head wind Lat 15° 45'
 Long 27° 30'

Monday
 5th These 24 hours light winds. still from the
 Northward. at 5 P.M. saw a Ship on a point off
 the Larboard bow. Standing to the Eastward
 Lat 15° 43' Long by Observations 29° 39' 30"
 " " Chron 27° 49' 30"

Monday
 6th Light winds from the N.N.E. Standing in Shore
 at 11 A.M. spoke a schooner bound for the Coast
 of Africa. there Long being 28° 05'
 our's 29° 30'
 Lat 15° 32'

Remarks on board, Tuesday 7th November
 These 24 hours we have seen 7 Sails. with a pleasant
 breeze from the N.E. Standing in Shore
 Lat 15.03 Long 30.15

Wednesday 8th
 The first part of these 24 hours light winds.
 The middle & latter part strong winds from the
 N.E. at 11 A.M. tacked Ship and stood to
 the Eastward. 3 Sails in sight

Lat 14.28 Long 31.50

Thursday 9th
 The first part of these 24 hours strong winds
 the middle & latter light winds from the
 N.E. at 10 A.M. saw a Ship standing in
 Shore at 11 saw a Ship steering S.W.

Lat 14.14 Long 31.00

Wednesday 10th
 Friday
 These 24 hours light winds. at 7 P.M. tacked
 Ship and stood in Shore. at 10 A.M. saw
 a Ship of the Larboard bow, standing to the
 Southward Lat 13.31 Long by Chron 29.50

Saturday 11th
 The first part of these 24 hours light winds from
 the N.E. at 6 A.M. the wind hauled to the
 Eastward. set the Topmast studding Sail
 Stearing North. Lat 13.01 Long 29.10

Sunday 12th
 Light winds from the Eastward. at 7 A.M.
 saw a Brig off the lee-beam standing to the
 Northward Lat 11.50 Long 30.45

Monday 13th
 These 24 hours we have had a pleasant breeze
 from the Eastward all sail set. at 6 A.M. saw
 a Ship off the weather-beam, steering North
 Lat 9.55 Long 31.10

40
Remarks on board Tuesday 14th November
a pleasant breeze from the E. S. E. all sail set.
at 5 A.M. a large Ship passed us, steering
west. Lat 7° 31' Long 33° 08'

Wednesday
15th
The first and middle part a fine breeze from
the S. E. at 6 A.M. the course was altered
to N. N. W. all hands employed in setting
up the head stays Lat 5° 24'
Long 34° 06'

Thursday
16th
These 24 hours strong winds and pleasant
Lat 3° 09' Long 35° 00'

Friday
17th
100 days
from port
The first & middle part strong winds & clouds
Latter part pleasant. at 8 A.M. set the
fore and main Top gallant ^{studding} sails. a Ship
off the Larboard quarter steering N. N. W.
Lat 1° 00' South Long 36° 10'

Saturday
18th
These 24 hours we have had a fine breeze from
the Eastward. all sail set. commenced
Painting Ship in the Lat 1° 10' N. Long 37° 50'

Sunday
19th
Light winds and pleasant. at 9 A.M.
took an Observation of the Sun & Moon and
found we were in the Long 40° 34' 30"
Lat 3° 08'

Monday
20th
These 24 hours light winds and pleasant
all hands employed in cleaning Ship.
Lat 4° 58' Long 40° 50'

Tuesday
21st
The first and middle part light winds
the latter part squally with frequent
showers of rain. Steering N. W. by N.
Lat 6° 18' Long 41° 57'

41

Remark on board, Wednesday: November. 22nd
The first part of these 24 hours squally. at 2 P.M.
took in fore & M Top gallant Sta sails. the middle
part rainy with Thunder & sharp lightning. the latter
part cloudy with strong winds. Steering N. W by S
Lat 8°. 08' Long 44°. 10'

Thursday
23rd
These 24 hours we have had a strong
steady breeze from the S. E by S. Steering
S. W by W. Lat 9°. 59' Long 45°. 05'

Friday
24th
Strong winds with frequent squalls of rain
Latter part light winds with all sail set
Lat 11°. 25' Long 45°. 15.00

Saturday
25th
These 24 hours we have had light winds
with pleasant weather. all hands employed
in painting Ship. at 7 A.M. set the
Top Gallant. Sta. sails. Lat 12°. 47'
Long 47°. 50'

Sunday
26th
These 24 hours we have had a fine breeze from
the Eastward with pleasant weather.
Steering N. W by S. so endsⁱⁿ painting Ship
Lat 14°. 23' Long 48°. 20'

Monday
27th
The first part squally at 7 P.M. took in Top Gallant
Sta Sails the middle & latter part pleasant
wind. all hands painting Lat 16°. 04'
Long by Chron 51°. 38'. 30"

Tuesday
28th
The first & middle part pleasant Latter part
frequent squalls of rain. Lat 17°. 51'
Long 53°. 10'

Wednesday
29th
The first part of these 24 hours pleasant. the
middle & latter part squally with rain. at
7 P.M. hauled the fore & mizzen Top Gallant
sails. at daylight Lat 19°. 30'
made sail again Long 54°. 40'

Remarks on board Thursday November 30
 All of these 24 hours we have had very disagreeable
 weather, with heavy squalls at 7 P.M. hauled
 Top gallient sails. At A.M. took a reef in the
 Fore & Miz Top. sails Lat $21^{\circ} 10'$ Long $55^{\circ} 40'$

Friday
 1st
 of December
 1838

The first part of these 24 hours squally with
 frequent showers of rain. middle & latter part
 pleasant with light winds from the S.W.
 Lat $22^{\circ} 41'$ Long $56^{\circ} 33'$

Saturday
 2nd

These 24 hours light winds & Calm. at 7 A.M.
 saw a Barque of the S. Bow Steering
 N.W. Lat $23^{\circ} 19'$
 Long by Obs $57^{\circ} 32' 30''$

Sunday 3rd

Light winds & Calm. Great quantities
 of Gulf-weed passed the
 Lat $24^{\circ} 00'$ Long $58^{\circ} 15'$

Monday 4th

These 24 hours we have had a fine Breeze
 from the E.S.E. with pleasant weather
 Steering N.W. Lat $25^{\circ} 42'$
 Long $61^{\circ} 16'$

Tuesday
 5th

The first part a pleasant breeze from the S.E.
 Middle & Latter part light wind Calm
 Lat $27^{\circ} 00'$ Long $62^{\circ} 32'$

Wednesday
 6th

All of these 24 hours light winds & Calm
 Steering N.W. Lat $27^{\circ} 27'$
 Long $63^{\circ} 00'$

Thursday
 7th

most of these 24 hours we have had it entirely
 calm. with the head sails on the Cap
 Lat $27^{\circ} 38'$ Long $63^{\circ} 20'$

Friday
 8th

Light winds & Calm Lat $28^{\circ} 00'$
 Long $63^{\circ} 40'$

Remarks on board - Saturday December 9th

These 24 hours we have it entirely calm at
 1/2 past 11 saw a vessel of the Larboard bow standing
 in Shore. Lat 28.01 Long by Chron 62.50

Sunday
 10th The first part a light breeze from the N.S.W.
 at 5 P.M. saw a Sail off the Lee bow standing
 on the starboard tack. the latter part the
 wind hauled to the S.W. Lat 28.52
 Long 63.00

Sunday
 11th These 24 hours we have had a strong breeze
 from the S.W. at 11 P.M. hauled the Fore & Miz.
 Toppallent sails - at 11 A took in the M. Toppallent
 Lat 30.23 Long 64.50

Tuesday
 12th First part strong gale from the S.W. at 5
 P.M. hauled the Fore & Miz Toppails at 6
 made sail again at 10 hauled the Toppails
 and hove her too. so end with a head wind
 Lat 31.05 Long 64.00

Wednesday
 13th The first part of these 24 hours we were laying
 too under a close reefed M Toppail. with a strong
 gale from the S.W. with a very heavy swell on
 at 11 P.M. the wind abated. made sail
 and stood in shore with the wind from
 the S.W. Lat 30.24 Long 64.40
 Long by Chron 64.58.30

Thursday
 14 The first light wind & calm at 7 P.M.
 a breeze sprung up from the S.S.E.
 at 11 commence taking in Sail. at
 8 A.M. had her under a close reefed M.T.
 & reefed Foreail at 7 took in the M. Bunt
 Lat 31.18 Long by Chron 65.02
 Heaving N.W. by W.

Remarks on board Friday Dec 15th

First part strong gales strong from the N.E. at 10 P.M. the wind hauled to the Westward clewed up the Topsails & reefed the Foresail at daylight made sail again Lat 31.46 Long 65.32

Saturday
16th

The first part light winds. at 4 P.M. a squall arose in the N.E. at 8 had her under under a close reefed Main Topsail at 12 made sail again Lat 31.39 Long by Chron 67.08

Sunday
17th

These 24 hours we have had light winds from the N.W. at 11 P.M. Tacked Ship & stood to the Eastward. at 5 A.M. spoke the Schooner Emancipation of London. from Norfolk bound to Barbadoes one of the W. India Fleet her Longitude being 68.30 ours 67.15 at 10 A.M. saw a Brig of the Larboard bow at 7 Passed the Deck of a Large Vessel

Monday
18th

The first part of these 24 we have had it entirely Calm the middle part light breeze from the Southward which increased to a gale at noon close reefed the Topsails at 9 P.M. saw a light of the Larboard bow which proved to be a Schooner Stearing N.W. by N. Lat 32.50 Long 69.30 So ends with a fair wind

Tuesday
19th

the first part of these 24 hours we have had a strong gale from the S.W. at 6 P.M. hauled the Topsails & reefed the Foremast and hove her too. at 10 kept her off & made sail at daylight saw the Schooner off the lee beam Lat 34.21 Long by Obs 69.44

Remarks on board Wednesday 20th 1837
The first part of these 24 hours we have
a strong breeze from the S. S. W. at 8 P.M. saw
a brig off our weather Beam about $\frac{1}{2}$ a mile off
coming with all sail out. we put the Helm hard
about & showed our light. at the same time she
hauled her wind and passed close under our
stern but did not hail. at 1 A.M. the wind
hauled to the N. W. and increased to a gale at
noon had her under a close reefed M. Topsail & R F
the Brig is still in sight of our lee Bow
scholar Lat 36.00 Long 69.15

Thursday 21st
The first part of these 24 hours we were laying
too under a close reefed M. Topsail. at 3 A.M. the
gale moderated made sail with the
wind from the N. N. W.
Lat 35.20 Long 69.10

Friday 22nd
The first part of these 24 strong gales
from the N. E. at 2 P.M. spoke the
Brig Favorite of Wilmington 6 days
from Baltimore. her Long being 72.00
ours 69.30. at 10 A.M. saw a brig standing
to the Eastward Lat 35.21 Long 68.30
By Obs

Saturday 23rd
All of these 24 hours we have had a head
wind from the N. W. with squally weather
standing to the Westward at 11 A.M. saw
a schooner & brig off the weather quarter
Lat 34.58 --- Long 69. 38.00

Sunday 24th
The first part strong winds & clouds at 3
P.M. the wind hauled to the Eastward. steam
ing N. W. middle & latter part fresh gales
with rain. at 2 A. close reefed the M. Topsail
& Foresail. at 10 the wind hauled to the Westward
so ends with squally rainy weather. in
the Southern part of the Gulf Stream
Lat 36.30.
Long 71.35

46
Remarks on board Monday 25 of Dec.
The first part of these 24^{hour} strong gale, from the
N.W. at 4 P.M. took in the M. Topsail & hove
her too. at 10 AM set M.T. and reefed Foresail at
noon a Schooner passed astern of us Steaming S.
two other sails in sight. Lat 36.28 Long 72.
entered the Stream at 10 P.M.

Tuesday
26th
The first of these 24 hours we were
hove too under 3 staysails. at 3 P.
Spoke the William & Francis of
Philadelphia. from Bordeaux bound
to N. York. middle part pleasant
latter part strong. Gales from the S.
Lat 36.47 Long 72.10
got out of the stream at 3 A.M. Her Log 72.08

Monday
27th
The first part clear with strong wind
at 4 P.M. set the Topsails close reef
at 7 hove aback the head yards
Wednesday
28th
and hove the lead but found no bottom
at 11 P.M. the wind hauled to the N.W. at
daylight made more sail. at 10 A.M. hove
the Camble over-board saw a brig of
the Starboard beam Steaming S.E.
Lat 38.14 Long 73.05

Tuesday
28th
the first part light wind from the
N.W. with all sail out. Middle part
wind and calm. at 11 P.M. Found bottom at
45 fathoms. at daylight saw a brig and
two other vessels. after breakfast lowered
a boat and went on board. Tunnies of
the brig Tunnies. and got some fresh
meat & Potatoes &c. Lat 38.50
Long 72.40

Thursday
29th
First & middle part light wind & fine
Steaming S.E. by N. at 11 P.M. found bottom
at 40 fathoms at 4 A.M. the wind the
wind hauled to the N.W. E. tacked S.
and stood to the Westward. latter part Calm
at 11 A.M. the wind hauled to the Westward
Steaming S. Lat 39.39 Long 72.01

Remarks on board Saturday 30th Dec
The first part a pleasant breeze from the
Westward at 9 P.M. found bottom at 27 fathoms
at 10 hove aback the head yards and lay till 4
A.M. then kept off N. at day light saw Block Island
head; at noon Montauk Light bore N. in
bearing E.N.E. Lat 40° 58' Long 71° 52'

Sunday 31 st	The first part light winds from the S.W. at 4 P.M. got up the Chains at 1/2 past 5. took a Vineyard Pilot. at 9 saw Gay-Head Light
----------------------------	---

List of Whales taken by the Alpha

Dec 16-1834. This day struck 2 whales but lost them
on Peru Lat 12.00 S. Long 76.00

January 3rd 1835 Dated & missed an 80 lbs Whale Waste Boat
5th Took a 44 lb. Whale L. B. Lat 9.00 Long 86.10

6th Lat 6.35 Long 87.30
This day saw a large school of Whales but got none

7th Lat 6.00 Long 87.00
10th " " more whales Lat 7.30 Long 87.30
Waste Boat took a 60 lb Whale

16th Lat 7.00 Long 87.00
saw a school of Whales in the Lat 6.43 Long 88.42

18th this day saw more Whales Lat 8.05 Long 87.35

February 21st more Whales in the Lat 5.44 Long 94.00

24th This day we struck 2 Whales but lost them W & L B
25th we saw 2 large Whales Lat 6.00 Long 88.44

March 10th This day we saw a large Whale but did not get him
Lat 4.40 Long 100.00

" 23rd The Larboard boat struck a 60 lb Whale but the
line parted and we lost him Lat 4.00

April 22nd This day we saw a large school of Whales in the
Long 94.35
Lat 2.6 Long 82.40

May 11th the Waste boat struck a 20 lb Whale in the
but lost him Lat 6.00 Long 86.00

" 18th This day struck 2 Whales L & W Boat
" " 20 lbs

June 4th 1835 saw a large Whale in the Lat 5.00 Long 100

" 23rd This day the Larboard boat struck one
but lost him Lat 6.00 Long 94.12

July 10th This day we saw a large school of Whales in the
Lat 1.20 Long 90.50

" 15th This day we saw a lone Whale Lat 00.27 Long 88

" 12th saw another lone whale we being to the
weather of the Isle did not lower
Lat 00 27. 88 Long

- 49
August 3rd saw 2 Whales in the Lat 5.44 S Long 107.10
" 15 this day took a 60 lb Whal L.B.
" 30th The Waste boat took a 68 lb Whale Lat 5.30 Long 101.20
" 31st Lat 4.40 Long 107.
This day we have seen schools of Whales
but did not lower Lat 4.35 Long 108.20
Sept 13th saw Whales going quick to the Windward
" 15th Lat 5.00 Long 107.40
This day the Larboard Boat took a 45 lb W.
October 16th Lat 5.12 Long 108.40
saw 2 schools of Whales in the Lat 5.15 Long 100.
This day we struck 3 Whales and saved 2
W.B. 15 lb. Larboard 16 lb Lat 4.13 Long 100.
" 24th The Larboard Boat took a 55 lb Whale
" 29th Lat 4.40 Long 100.00
This day the L.B. took 2 Whales = 30 lb Lat 4.13 Long 100.
November 17th the L.B. took 3 small whales = 28 lb
Lat 7 S Long 92.43
" 24th this day the Starboard boat took a 25 lb Whale
" 6th Lat 6.16 Long 86.42
another whale taken by the S.B. 20 lb in the
" 24th Lat 7.20 Long 89.00
this day the Waste boat took a 70 lb whale
" 31st Lat 4.40 Long 100.05 15
the Starboard boat took a 25 lb whale in the
February 4th Lat 4.50 Long 103.00
this day the Larboard boat fastened to a 70 lb
whale but the line got foul and he went
" 5th with it & 3 Grows & 2 drags Lat 5 Long 100
struck another whale by the L.B. 30 lb
" 9th Lat 4.40 S Long 103.00
This day the L. Boat took a 3 lb whale
" 16th in Lat 5.24 Long 103.40
the W.B. took a 40 lb Whale Lat 5.20 Long 103.
" 24th another Whale taken by the Waste Boat 70 lb
Lat 5.3 Long 103
March 3rd this day the L.B. took a 79 lb Whale
" 12th Lat 5. Long 102
this day we saw a large whale lower
but could not get on Lat 5.12 Long 103.40

50
W. H. List of Ships spoken by the Alpha.

- Dec 15th
 1834 On the coast of Peru. Spoke Ship Frances
 of New-Bedford 24 $\frac{1}{2}$ months out 1750 lbs Sperm
 Oil. Alley Master. since died on board in Paita
- Dec 22nd Ship Aurora of Nantucket 14 months 700 lbs
 John Hufsey Master
- " 24th " Ann Alexander of New-Bedford 29
 month 1700 lbs Shepherd Master
- Jan 23rd
 1835 Barque Ship Washington of Hudson 7 month out
 no Oil Clark Master
- March 3rd
 off Shore Spoke Ship Eagle of New-Bedford 18 months
 900 lbs Grinnell Master
- " 12th " Ship Hero of Nantucket 17 months 1050 lbs
 Smith Master
- April 7th " Ship Russell of Newburgh 8 months 40 lbs
 Pely Brock Master
- " " " Ship Statira of Nantucket 8 m 100 lbs
 Cannon Master
- " 26th " Ship Anne of Bristol. R.I 21 months 300 lbs
 Swain Master
- May 22nd Ship Lone of Nantucket 13 months 500 lbs
 John Hufsey Master
- " 27th " Maria of Nantucket 32 months 1700 lbs
 Macy Master
- " 30th " Logan of New-Bedford 12 month 700 lbs
 Raj. Master
- June 1st " Ship Aurora of Nantucket 19 month 290 lbs
 Hufsey Master

June 2nd Spoke Ship Omega of Nantucket 23 months
 out 2050 lbs. S.O. Feeland Master
 " " " Barque Ship Pioneer of New B.
 7 months 180 lbs Russell Master
 " 14th Ship Barclay. Cattle. of New- Bedford
 7 months 120 lbs
 " 20th " America of Hudson. Folger 21 months
 700 lbs
 July 3rd " Hector. Norton of New B. 6 months 350
 " 4th " America. of Bristol. R. J. Chase
 35 months 950 lbs
 " 28th " Pacific. Paul Chase. N.B. 28 months 23
 July 10th Anchored at Charlie's Isle. Ship that lay to
 Roger Williams. Mahon of Bristol. R.I.
 23 months 700 lbs
 " Science. Shippey of Portland 17 months
 200 lbs
 " 11th Lidian Barston. Carey. of Rochester
 34 months 21.00 lbs
 " 14th " Barclay. Cattle of New Bedford 10 months
 170 lbs
 " 15th " America Folger. of Hudson 22 months
 730 lbs
 " 18th " Washington of Nantucket. Shippey 32 months 150
 " " " Balmain Smith. of New- B 14 months 700
 " 20th " Phoenix Shippey Nantucket 12 1/2 months
 950 lbs
 Weighed Anchor 23rd & sailed for the Off

July 28 th 1835	Spoke Ship Enterprise of New Bedford. 8 month out 150 lbs Winslow. Master
November 21 st	Ship Samuel Wright. Pitman. of Salem. 28 months 1900 lbs
Dec 8 th Arrived 9 th	Anchored at Tombes Samuel Wright Salem 1900 lbs
" 22 nd	Anchored at Paita. Ship's Laying in there Samuel Wright. Salem 1900 lbs
"	Isaac Howland New Bedford. Swain 6 m 50 lbs
January 22 nd	" Ship Omega. Nantucket. Capt. Feland 31 m 2800 lbs 24 th saw her taking her last Whale
" 25 th	Barge Ship Osprey. Calder. New Bedford 5 m 50 lbs
Feb 1 st	" Ship Isaac Howland Swain N. B. 7 m 450 lbs
" 12 th	Spoke her with 700 lbs
" 23 rd	" " " 775 lbs
April 18	" " " 1150 lbs
Feb 18 th	" Ship Emily Morgan. Ray 31 m 1000 lbs
March 4 th	" Ship Richard Mitchell. Cleveland 7 m 350 lbs
" 6 th	" Ship Almira. Merchant. of Edgartown 27 m 1200 lbs
" 8 th	" Ship Frederick of New-Port. Downing 7 months 150 lbs
" 10 th	" Ship Catharine of Nantucket 7 m 450 lbs Chase Master

March
27th
1835

Spoke Ship President. Hathcart. of
Nantucket. 9 months 500 lbs.

April
5th

Barque Ship Fortune. Upham. Plym
32 month 1100. lbs.

" 19th

Ship Mount-Vernon. Embert. 5 m
40 lbs

" "

Ship Peru. Brown. Nantucket 6 mon
no Oil

" "

President. 500 lbs.

" "

Ship Wm Thompson. 9 months 1150 R.

" "

Splendid. of Edgartown. 7 month 1500

" "

Barque Washington. of Hudson. 23 m 750

Apr 24th

Ship. Abigail. of N.B. 6 m 80 lbs

June
25th

Anchored at Paita. Sailed 5 of July.

Ship Catawba. Coleman. 6 m
no Oil

Arrived
27

Frigate Brandymine. sailed July 3rd

July 1st

Chooner Boyer

T

" 3rd

Ship Forester Wilson. of Dartmouth
27 m 650 lbs

Anchored Fomber July 6th. Sailed 12th

Barque Arab of Fair. Haven 12 m
200 Span Oil 400 R.

Barque Brothers of London 7 m 200 lbs

September
6th

Spoke Ship Trident 18 m 1600 - of N.Y.

October
8th

Ship Aurora of Nantucket 35 m 1700

November

19th
1836

Anchored in Tombes.

54

Arrived 20th Ship Superior. Crocker. of Wilmington.
Del 10 months 240 lbs

" 23rd Brig Floreanna. of Guayaquil.
bound to Chabes Isle. Whaling
Smith Master of Sant

Jan 30th
1837

Spoke Ship Isaac Houland. Swain N.B.
19 m 2000 lbs

Feb 7th

" " " " 2080 lbs

" Ship Barkley. of N.B. Cottle. 28 m 1300 lbs

8th " Ship Emily. Morgan. Ray. N.B.
43 months out 1400 lbs

14th " Ship Mariner. Gardner. of Nantucket
5 month no Oil

Apr 22nd " Ship Corinthian. of N.B. 17 m 1500 lbs

" 24th " Ship F. Triton. Carr. N.B. 26 m 1900 lbs
Crowell Master

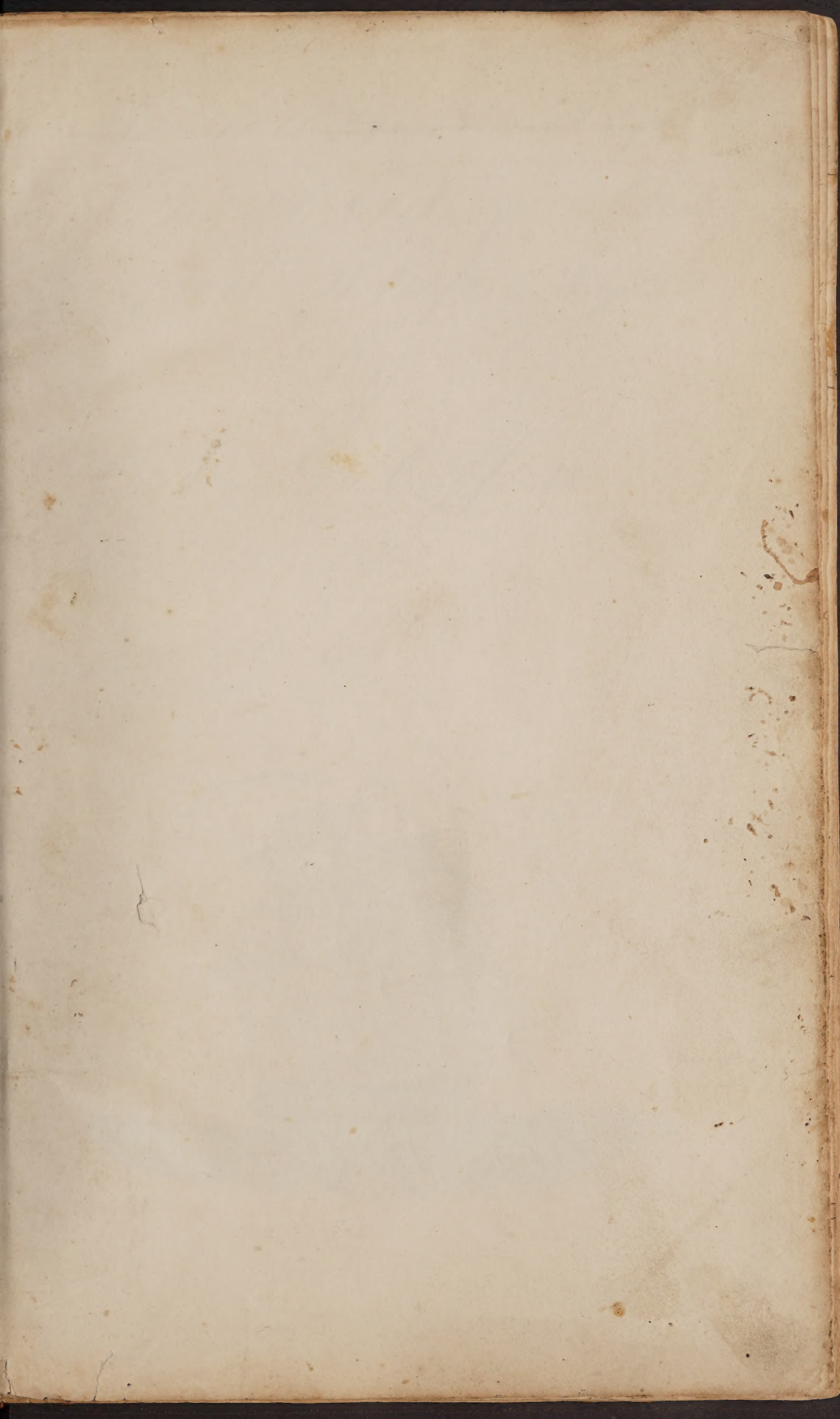
May 10th " " Massachusetts. Brown. 5 m no Oil

June 9th " Ship Minerva. Smith. of N.B. 3 m 350 lbs
" " Ontario. Cathcart. Nantucket. 5 m 150 lbs

Anchored at Tombes. 19th June. Sailed 26th.

July 23rd Spoke Ship Ocean. Parker. Nantucket.
10 m. 800 lbs. Lost her Mate

Anchored at Paita. 25th July. Sailed Aug 8th
at " Barque. Columbus. Charles Cary. Master
N.B. 14 m 300 lbs



A Journal Kept
On board of the
good Ship Alpha
by
A. G. Coffin

1838



Sunday June 3rd. 1838.

This day at 7 A.M. weighed anchor and beat through the Vineyard sound, at 7 P.M. the pilot left us, Gayhead bearing N by W. Dist. 10 miles.

Monday 4th Very pleasant weather, with a fine breeze from from the S.E. at 11 A.M. saw a Humpback.

Tuesday 5th The first part of these 24 hours commenced with foggy weather, and a strong breeze from the S.E. at 3 P.M. hauled the Toppollent sails at 2 doubled reefed the Toppails, making the Course good, at E by N.

Wednesday 6th All of these 24 hours we have had thick rainy weather, with a heavy swell running. - sounded, and found 40 fathoms of water.

Thursday 7th The first and middle part, rainy, with a thick fog, and heavy swell, after breakfast chose Boats crews. all hands employed in fixing the boats. at 11 A.M. saw Blackfish, and Porpoises.

Friday 8th The first and middle part rainy, with Thunder and Lightning, at 10 P.M. took in the Waste Boat and hauled the Miz. Toppail, with the wind from the S.W.

Saturday 9th These 24 hours pleasant, with the Wind from the S.W. Stearing E by S.

Sunday 10th a very pleasant breeze from the Westward, at 3 P.M. set the Fore Top-mast. Studding-sail, at daylight saw Finbacks, at 10 A.M. saw a Humpback, ^{and} for a long time supposed him to be a Sperm Whale So ends Stearing E by S.

Monday 11th These 24 hours we have had fine weather and a steady breeze from the W.S.W. several Finbacks in sight.

Tuesday 12th These 24 hours we have had it very pleasant with all sail set. being very anxious to see Whales. at 7 A.M. saw a Brig standing to the Southward.

Wednesday 13th

57

Fair Wind, and pleasant Weather. all hands employed in Ships duty. Stearing Eby. S. all sail set.

Thursday 14th

First part light winds and pleasant, latter part ~~latter part~~ strong Breeze from the Westward, and Cloudy.

Friday 15th

The first part of these 24 hours, strong winds with some rain, at 5 P.M. hauled the Top Gallant sails and double reefed the Topsails. all hands employed in Ships duty.

Saturday 16th

these 24 hours we have had strong Wind & Cloudy weather, with a heavy swell on. Stearing Eby. S.

Sunday 17th



The first part of these 24 hours strong winds with a heavy swell. middle and latter part more pleasant, at daylight made all sail. at 10 A.M. saw a Barque Ship. Stearing N.W.

Monday 18th



First part squally, with rain, at 2 P.M. hauled the Top Gallant sails, & double reefed the Topsails. at 8 P.M. braced the yards, and stood to the South West. at daylight, saw Flores, bearing Eby. S. also a Ship, which proved to be the Br. Mitchell, 42 days from home, no Oil. had seen two whales, and lowered, but no success. the two Ships sail very near alike. so ends with pleasant weather, standing on the Wind.

Tuesday 19th

The first and middle part strong winds and cloudy at 2 A.M. double reefed the Topsails standing in shore. at daylight saw the land off the weather bow. bearing E. S. E. with the wind from the S. S. W.

Wednesday 20th



First part strong winds. at 2 P.M. saw a sail Stearing E. N. E. at 5 spoke the Bris La. Gray of Rochester, 6 weeks out with 125 lbs middle part squally at 11 P.M. close reefed the Topsails. standing off shore.

Thursday 21st

Strong Winds and cloudy, with rain standing in shore. at 4 A.M. wore Ship so ends with very unpleasant weather and a head wind.

Friday 22nd

The first part of these 24 hours strong winds from the Eastward, at 3 P.M. struck a Porpoise, at 4 saw several Finbacks. The middle part squally at 2 A.M. hoisted the Fore & Miz Topsails, at daylight the wind shifted to the Northward. Took in the Waste Boat. steaming S.W. by W.

Saturday 23rd

The first part more moderate at 4 P.M. made sail, and at daylight put out the waste boat. Latter part calm. no Land in sight Steaming S. East

Sunday 24th

The first part of these 24 hours light winds, at 2 P.M. lowered the Boat to try them & exercise the crew. Latter part strong winds, at 10 A.M. passed within hail of the Christopher Mitchell - so ends beating up to Flores.

Monday 25th

First part strong winds, at 1 P.M. the Capt. went ashore on the Northern end of the Isle, at 6 P.M. came on board, and double reefed the Topsails, and stood off shore. Latter part light winds and Fog.

Tuesday 26th

First part calm and foggy, with the wind S. to the Westward, at 10 P.M. the wind ~~then~~ hauled to the Eastward, stood off shore, at 1 braced the yards and stood in. the Land bearing East.

Wednesday 27th

First and middle part pleasant, at 1 P.M. saw a Ship standing on the wind. Latter part light winds. The Land bearing S.E. and a strong current running to the Eastward

Thursday 28th

all of these 24 hours we have had fine weather with a light wind from the S.W. at daylight the land bore E.S.E. at 11 A.M. saw a school of grampuses.

Friday 29th

This day at 2 P.M. got round to the Eastward of the Island - lowered a boat and went on shore. 6 Ships in Sight - middle part light winds and pleasant. Laying off Town at 9 A.M. went on shore. Saw a Ship to the windward of us Boiling

July

59

Saturday 30th

The first part of these 24 hours commences with light winds and pleasant weather. with one boats crew on Shore. at 6 P.M. came on board. Middle and Latter part calm. at 8 A.M. went on shore again.

Sunday 31st of July

The first part of the 24 hours we have a dead calm. with one boats crew on Shore, and the rest in swimming. at 5 P.M. the boat came off. with several Hogs and 2 Portuguese. one of our men having run away. Middle and Latter part light winds and Calm. Standing off and on Flores.

Monday 2nd

First parts light winds and cloudy at 2 P.M. saw the Carcass of a Sperm Whale. 14 miles from the Land. Middle and Latter part pleasant. with very light winds. the Land bearing West.

Tuesday 3rd

All of these 24 hours we have had Light winds and pleasant weather. several sails in sight. at 8 P.M. squared the yards and kept her S.E. at daylight. saw Fayal ahead. also a Schooner, that has our Letters on board. that left Flores, two days ago. bound to Fayal with a large stick of timber in tow.

Wednesday 4th

First part light winds. Fayal bearing East distant 12 miles at 4 P.M. hauled our wind and stood off shore. at daylight stood in for the harbour. and hove aback. the Capt went on shore to land a sick man. While running down for the land. we lanced a Fairback. and supposed it killed him. for we never saw him after.

Thursday 5th

At 4 P.M. the boat came on board with a Portuguese. in the room of the sick one. braced the yards. steering S by West. we found plenty of Peaches. Oranges Lemons &c. we saw the Elbe and Cadmus. Laying Off and on both of N. Bedford. no Oil. Middle and Latter part pleasant at 8 A.M. set the Topmast- Studding-sail, so ends with pleasant weather. Steering S by W. no Land in sight.

60
Friday 7th of July. 1838.

The first part of these 24 hours we had pleasant weather, with light winds from the Westward, at 2 P.M. rigged out the Fore and Main Top-gallient St. sails. the middle part. Calm, at 9 P.M. the wind hauled ahead, braced the Bards, and took in the studdings-sails. at daylight, saw a brig standing to the Westward
Lat. 35. 20. Long 38. 40.

Saturday 8th

The first ^{part} pleasant, with light winds. at 7 P.M. tacked Ship, and stood in Shore. at 1 A.M. the wind hauled more to the westward set the J. M. Studding-sail. Latter part light winds and pleasant. saw a Ship Stearing S.W.

Sunday 9th

The first part strong winds and squally. Middle and Latter part the same. at Noon tacked Ship and stood to the S.E. with the wind from the S.S.W. at 3 A.M. hauled the Top-Gallient Sails. So Ends Lat 35. 18. Long 38. 09

Monday 10th

The first part of these 24 hours, strong winds from the S.S.W. at 2 P.M. saw a Ship standing on the wind to the Westward. at 4 set the Main, Top, Gallient Middle, and latter part, part pleasant. one watch below, and the other making Spin-Barn. so ends standing close on the wind,

Tuesday 11th

First part pleasant. at 1 P.M. lowered for a School of Black-Fish. the Waste boat struck one. but the Iron came out, and we lost him. Middle and Latter part pleasant. with a light breeze from the S.W. at 10 A.M. saw a Sail ahead, Stearing S.W. Lat 33. 35

Wednesday 12th

Light wind and pleasant, Stearing S.W. at 11 A.M. the wind hauled to the N.E. set the Top-Mast-Studding S., Top-Gallient-Studding-Sails. at daylight, saw the same Ship, ahead. we have neared her 6 miles. at 8 A.M. rigged out the Lower-St. So so ends, with a fair wind. 2 Ships in sight

Thursday 13th

The first part of these 24 hours, pleasant breezes from the N.E. all sail set, stearing S.W. by South. The Ship that we saw yesterday, is now off our larboard quarter, for which the Alpha receives no small prize. Middle and Latter part pleasant. the other Ship of the Larboard bow.

Lat 29. 15

Friday 14th of July

For these 24 hours we have had a pleasant breeze from the E. S. E. steering S. S. W. at 4 P. M. the Ship off our Larboard bow. hauled her wind, and stood to the Westward. so ends all hands employed in setting up the rigging. &c. with a fair wind, and all sail set.

Saturday 15th

Lat 25° 15'

First part pleasant, all hands employed in Ship's duty. Middle & Latter part a whole sail breeze from the S. E. at daylight saw a Brig. of the Starboard bow. Stearing South. To Ends Lat 23° 15'

Sunday 16th

First part of these 24 hours pleasant weather with a fine breeze. at 4 P. M. saw a sail of the Larboard bow steering West. Middle and Latter part cloudy. with the wind more to the Eastward.

Monday 17th

First part cloudy, with all sail set. passed several schools of Flying Fish. Middle and Latter part the same. Stearing South. one watch below and the other rattling down the rigging.

Lat 19° 10'

Tuesday 18th

First part cloudy with the wind from the Eastward. Stearing South. at 4 P. M. struck a Porpois. but lost him. at 7 took in the Studdingsails. at daylight made all sail again at 9 A. M. saw St. Anthony. one of the Cape Verde Isles. 2 points of the Larboard bow. also 2 Ships ahead, and one astern. so ends with a pleasant breeze from the S. E.

Wednesday 19

The first part of these 24 hours light winds being to the leeward of St. Anthony. this is very high Land of no small extent. Bearing E by N Dist 14 miles. at 7 P. M. struck a Porpois and saved him. Middle part pleasant. at daylight made all sail, nothing in sight, steering S. S. W.

Thursday 20th

First and middle part pleasant with all sail set, steering S. S. W. at 4 rigged out the Fly Gibboom. Saw 3 Vessels ahead. Middle and Latter part cloudy. at 9 A. M. lowered for a School of Blackfish. but got none

62
Friday 21st of July. 1838.

First part of these 24 hours, light winds from the Eastward. steering South. Middle and latter part, Calm. and cloudy. 5 Sails in sight.

Saturday 22nd

First and Middle part, Calm. all hands in swimming. Latter part, a pleasant breeze from the N.E. steering South. 4 vessels in sight, two of them are Whale-Ships. steering the same Course that we are. Lat 10° 44'. Long 24° 20'

Sunday 23rd

First part pleasant, with a light breeze from the Eastward steering S. by E. at 4 P.M. saw a Ship far to the Windward, coming before it with all sail out. at 8 spoke her, she proved to be the *Margarette* of New Port, having been chased by a Fore & Aft Schooner. we both set a light, and ~~also~~ the other Ship to the Leeward. Middle part cloudy with some rain. at daylight we were $\frac{1}{2}$ a mile from the other ships. after breakfast lowered away the Waste boat and went on board of the *Panama* of Sag. Harbour. 5 weeks out no Oil. the Schooner is to the windward standing the same way with us. 6 miles off. Lat 10° 00' Long 23° 54'

Monday 24th

First part light winds, and calm. the 3 Captains on board of our Ship. at 7 P.M. went on board of there respective Ships again. and set lights in order to keep company through the Night. Middle and Latter part pleasant both Ships off our lee quarter. and the suspicious looking Schooner of the Lee Beam. so Ends steering S. by E. Lat 9° 50' Long 23° 04'

Tuesday 25th

These 24 hours we have had light winds from the W. S. W. at sundown saw the Schooner of the Lee Beam. at 6. hove-aback for the *Margarette* to run down. in order to keep close together through the Night. set the lights as usual. at daylight our course was altered to S. S. E. the other Ships steering S. by E. saw nothing more of the Schooner. so ends with cloudy weather.

Wednesday 26th

All of these 24 hours we have ^{had} it rain, with the Wind from the S. S. W. at 5 P.M. double reefed the Topsails. at 10 shook out the reefes, so ends, with a head wind, nothing in sight having caught 3 Casks of water. Lat 7° 18'

Friday 27th

First part squally, weather with frequent showers of rain. Middle & Latter part, pleasant. with the wind from the southward. standing on the Larboard tack. a sail in sight of the L. Bow Lat 7. 43"

Saturday 28th

First part pleasant, with a head wind. all sail set. at 2 P.M. saw a school of Finbacks. Middle & Latter part the same. at daylight saw a sail of the weather quarter Lat 7. 40"

Saturday 29th

The first and middle part of these 24 hours pleasant weather with the wind from the S.W. at 2 P.M. rigged in the Fly-Gil-Boom. on account of some defect in the Cap. Latter part strong winds and squally. took in the Top-Gallant-Sails. and a reef in the Miz-Top-Sail. so ends Lat 7. 09" Long 20. 30"

Sunday 30th

The first part of these 24 hours, strong winds from the southward. with squally weather. unbent the main Top Gallant Sail. and mended it. Middle & Latter part pleasant. at 9 A.M. saw a Barque standing on the wind to the westward. so ends with a head wind. Lat 6. 53" Long 17. 40"

Monday 31st

First part pleasant. with the wind still to the southward. at 2 P.M. tacked Ship and stood to the westward. at 6 saw a Finback. and for some time thought he was a Sperm Whale. but was deceived. at 10 A.M. spoke the Ship Melish, of London, 39 months out, 1800 lbs, bound home. she sent her boat on-board, and we gave her some Potatoes. and received in return 14 bottles of Rum. we also sent letters for her. so ends Lat 6. 14" Long 16. 40"

Tuesday 1st of August

1838

These 24 hours we have ^{had} pleasant weather, and a light breeze from the S.E.W. all sail set, standing to the S.E. at 10 A.M. saw a Finback so ends with a head wind Lat 5. 38" Long 17.

Wednesday 2nd

Light winds and pleasant weather. with the wind still ahead. at 10 A.M. saw a Topsail Schooner of the Beem. standing sharp on the ^{wind} in Shore. Lat 5. 13" Long 15. 00"



Remarks on board

Thursday 3rd

These 24 hours we have had fine weather with a pleasant breeze from the S.E. all sail outsteering on the wind with the Larboard tacks on board. at 10 A.M. saw a sail of the Lee Beacon.

Lat 3rd 25" Long 15.00

Wednesday 4th

Light winds from the S.E. with pleasant weather. all hands employed in taring the rigging. at 1 A.M. struck a Porpoise and saved him. at 9 P.M. got a Meridian altitude of the Moon, and found we were in the Latitude of

3rd 00" N Long 16th 00

Saturday 5th

The first and Middle part of these 24 hours light winds and calm. at 10 P.M. lowered, and got 2 Blackfish. and took them on board. in the Latitude of 50 miles North. and Long of 17th 40". The water having a greenish colour.

Sunday 6th

These 24 we have had it entirely calm with very pleasant weather. some of the men in swimming. Lat 23 miles North.

Monday 7th

The first and middle part light winds from the S.E. at 9 P.M. saw a Ship of the Larboard beam, steering North. Latter part pleasant. several Fairbuds in sight. at 8 A.M. commenced boiling out the Blackfish, that we ^{got on} Saturday which made 1 1/2 lbs. Lat 23 miles. South. Long 20th.

Tuesday 8th

First part light winds, and calm. at 1 P.M. saw a ship of the Larboard beam steering South. Middle and Latter part pleasant. with all sail set Lat. 1.20 Long. 20.42.

Wednesday 9th

These 24 hours we have had a pleasant Breeze. from the E.S.E. at 1 P.M. lowered the Waste boat and fastened to a very large Sunfish. and took him on board. his liver made 4 gallons of oil. so ends

Lat 2.48 - Long 20.50

Thursday 10th

the first part part of these 24 hours we had a brisk wind from the S.E. at 1 P.M. carried away The Matingal, and was obliged to rig in board. so ends. two Ships of the Larboard bow

Lat 4.32 Long 21.00

Remarks on board Friday 11th of August 1833

These 24 hours we have had a whole sail breeze, with pleasant weather. at 10 A.M. saw a Finback.

Lat 6^o 12' Long 21^o 25'

Saturday 12th

Pleasant weather with a steady breeze from the S.E. nothing in sight.

Lat 7^o 42' Long 22^o 10'

Sunday 13th

These 24 hours we have had a fine breeze, with very pleasant weather. a number of Finbacks in sight.

Lat 9^o 40' Long by Observation 24^o 00'

Monday 14th

The first part pleasant with a light wind from the E.S.E. Middle part squally with some rain at daylight hauled the Miz Top. Tallent-sail. so ends

Lat 11^o 50' Long 24^o 54'

Tuesday 15th

The first part of these 24 hours pleasant, with a whole sail breeze, at 3 P.M. saw Finbacks, all hands employed in fitting a sparc boat. at daylight commenced breaking out in the main Hatch-way to cooper Bread & Flour.

Lat 13^o 45' Long 24^o 08'

Wednesday 16th

The first part of 24 hours very pleasant weather many Finbacks in sight. Middle & Latter part the same. at daylight saw a ship standing to Northward. so ends Lat 15^o 14' Long 24^o 00'

Thursday 17th

The first part pleasant, at 4 P.M. stowed off the fore hatch-way. Middle & Latter part squally, with rain. many Finbacks & Finbacks in sight.

Lat 16^o 19' Long 24^o 20'

Friday 18th

These 24 hours we have had strong winds and squally weather. Nothing in sight but a few Finbacks.

Lat 17^o 36' Long 25^o 00'

Saturday 19th

The first part of these 24 hours strong winds and cloudy. Middle & Latter part pleasant. at daylight commenced breaking out in the after-hold to cooper bread.

Lat 18^o 45' Long 25^o 30'

1838

Remarks on board. Sunday. 19th of August

These 24 hours we have had light winds. from the S.E. with pleasant weather. at day-light saw a ship off the Larboard bow standing to the S.West close on the wind. also a number of Finbacks. Lat 19° 30' Long 27° 30'

Monday 20th

The first part of these 24 hours. light winds and calm. at 2 P.M. made the Island of Trinidad. Bearing South. Dist 35 miles

at daylight saw the ship that we saw yesterday off the weather bow. at 9 A.M. saw a Barge Ship off the lee Bow Lat 19° 57' Long by Chron.

Long of Trinidad 28° 22'
43 miles - 29° 05'

Tuesday 21st

The first, and middle part, calm. at daylight saw the Land off the weather quarter. Latter part strong winds & squally. Lat 21° 32' Long 29° 30'

Wednesday 22nd

First part of these 24 hours. thick & squally. Middle, & Latter, part, pleasant. with the wind from the Southward. at 6 A.M. tacked Ship, and stood to the Eastward, saw a Ship steering S.E.W. at 10 tacked again. So ends with a head wind. and many Finbacks in sight.

Lat 22° 22' Long 30° 15'

Thursday 23rd

The first part pleasant. all hand employed in fitting the new sails. Middle & Latter part light winds from the S.E. a number of Finbacks in sight. Lat 23° 30' Long 30° 50'

Friday 24th

First part light winds. and pleasant. at 3 P.M. saw a sail. astern of us. Middle & Latter part calm. Lat 25° 47' Long. 30° 40'

Saturday 25th

The first of these 24 hours we had it entirely Calm. all hands employed in bending new sails at 1 P.M. lowered the starboard ^{boat} and went on board of the Comadore, Perr. of New London. being 7 miles off. she was just from home. bound White Whaling. had ^{seen} spoken a schooner in the Lat of 10° and Long of 23°. supposed her to be the same one that we saw there. she sailed round them several times and kept in sight of them 3 days - and then went off.

Middle pleasant. at 11 P.M. a breeze sprung up from the N.W. squared the yards and set the studding sails. steering S.E. Lat 24° 23' Long. 30° 00'

25th of August 1838.

67

The first and middle part of these 24 hours light winds. from the Westward. with pleasant weather. Latter part brisk winds. with all sail set. at 10 P.M. saw the Comador Perry astern of us. so ends with a fair wind. and Roast Pig for dinner. many Finbacks in sight &c.

Lat 25. 20 Long 29. 10

Monday 27th

First and Middle part of these 24 hours strong winds. and squally at 11 P.M. the wind hauled to the S.W. took in the studding-sails. and braced the Yards. Latter part the same. Sent the *Star* to stay-sail.

Lat 27. 09 Long 25. 49

Tuesday 28th

The first light wind. from S.W. at 1 A.M. the wind veered more to the westward. squared the yards and set the studding-sails steering S.E. Latter part pleasant. unbent the mainsail and mended it.

Lat 27. 54 Long 25. 15

Wednesday 29th

These 24 hours we have had a pleasant breeze from the N.W. with fine weather. & square yards with a heavy swell running from the westward which makes her roll badly.

Lat 29. 00 Long 24. 00

Thursday 30th

The wind is still at the N.W. blowing a whole sail breeze. with pleasant weather, nothing in sight but a few Finback

Lat 30. 20 Long 23. 10

Friday 31st

The first part of these 24 hours pleasant, with a fine breeze from the N.W. middle part calm at 3 A.M. the wind hauled to the S.W. braced the yards and shifted over the studding-sails.

Latter part calm. Lat 31. 25 Long 20. 50

Saturday 1st of September.

These 24 hours we have ^{had} it entirely calm, at 9 A.M. a very large finback came close along side. nearly within dart of a lance.

Lat 31. 35 Long 19. 10

Sunday 2nd

The first part of these 24 hours calm. Middle part light breeze from the westward. Latter calm. a number of Finbacks in sight.

Lat. 32. 10, Long. 17. 50.

68
Sept. Monday 3rd

The first part of these 24 hours we had it entirely calm, with the Topsails on the caps. at 9 P.M. a breeze came from the S.E. with squalls of rain took in the Top-Gall. sails. the wind still increasing hauled the Fore & Miz. Topsails. & set the starsails at 10 A.M. sent down the Fore & Miz. Top-Gall. Mast 15 with a heavy swell on. Lat 32.25 Long 17.00

Tuesday 4th

The first part strong Gales. Middle part more moderate. set the Topsails. double reefed with the wind more to the Westward.

Lat 32.42 Long 16.50

Wednesday 5th

The first & Middle part of these 24 hours strong winds. Latter part pleasant. at 9 A.M. the wind veered to the N.W. squared the yards and made more sail. Steering E.S.E.

Thursday 6th

The first ~~and~~ part very pleasant. with a fair wind. and all sail set. Middle. and Latter part strong Gales. from the N.W. at 7 A.M. she made a very heavy roll, and shipped in considerable water. several things breaking loose. and washing about with such force. that 2 hogs were killed.

took in the Main Top-Gall. Studding. & sent down the boom. Lat 34.57 Long 14.00

Friday 7th

Strong Gales & cloudy weather. at 5 P.M. took in the Top-Mast-Studding-Sail. Middle and Latter part the same. so ends with a fair wind.

Lat 35.11 Long 12.00

Saturday 8th

All of these 24 hours we have had a steady breeze from N.N.E. at 6 A.M. set the Main-Sail. and Top-Mast-Studding sail. Steering E.N.E.

Lat 35.22 Long 8.40

Sunday 9th

Strong winds & cloudy. at 6 A.M. the wind veered to the S.W. with rain. so ends with a fair wind. steering S.E. by E.

Lat 35.38 Long 3.18

Monday 10th

The first part of these 24 hours strong winds and squally. with rain. Middle. and Latter part pleasant. with the wind from the Eastward

Lat 35.01 Long .. 00 .. 8 miles East.

Remarks on board Tuesday, 11th of Sept.

69

The first part of these 24 hours pleasant, at 5 P.M. wore ship with the wind more to the Northward, Middle and Latter part, squally, with rain.

Lat 38.00. Long. 2.55. East

Wednesday 12th

All of these 24 hours we have had strong Gales from N.N.W. going at the rate of 9 knots an hour at 4 A.M. hauled the Main Top Gall Sail. at daylight double reefed the Topsails. and turned up the Starboard boat. so ends with thick and rainy weather.

Lat. by D.R. 38.00 Long 6.50 East.

Thursday 13th

First part strong Gales. from the Westward. thick and cloudy weather. Middle part more Moderate.

at 10 P.M. she rolled the Starboard Boat under and stove her. took her in and put her over head double reefed the M. Topsail. and hauled the Mizzen at noon got an observation and found our

Lat 36.28 and Long of 9.00 E.

Friday 14th

First part of these 24 hours strong winds, and squally. Middle and latter part, light winds and pleasant. at 11 P.M. made all sail, steering S.E. mended the Boat. and put her over head again.

Lat. 37.01 Long 12.45 East.

Saturday 15th

These 24 hours we have had light winds, and pleasant weather. steering S.E. with a fair wind

Lat 37.28 Long 15.14. E.

Sunday 16th

The first and middle part light winds and pleasant, at 10 A.M. saw a Fishback. so ends light winds, but very thick to windward.

Lat 37.38 Long 17.00

Monday 17th

The first ^{part} of these 24 hours light winds and pleasant, at 5 P.M. saw a sail of the lee bow - at 7 had a very heavy squall. took in the Fore & Miz. Topails. and set the stay sail. Latter part more moderate made sail steering S.E.

Lat 37.40 Long 18.30

Off the Cape of Good Hope

Tuesday 18th

The first part of these 24 hours light winds Middle & Latter part strong Gales and squally.

Lat 39.18 Long 22.24

steering E. S. E.

Wednesday 19th

The first part of these 24 hours strong winds -
Middle part rainy, with light winds. Latter part
pleasant, made all sail, steering E. S. E.
with the wind from the westward
Lat 38° 48' Long 25° 57'

Thursday 20th

These 24 hours we have had pleasant with the
wind more to the Southward. Steering E. S. E.
at 6 A.M. saw several Right Whales of the lee
bow Lat 38° 10' Long 29° 07'

Friday 21st

The first and Middle part light winds. and pleasant.
Latter part calm. at daylight saw 3 Sails of the
Starboard bow. steering to the Eastward. at 9 saw a school
of Blackfish, Lat 38° 00' Long 30° 56'

Saturday 22nd

The first part of these 24 hours light winds and calm
Middle part strong winds and squally. at 12 P.M. a ship
passed to the Leeward of us. and showed a light. steering
to the Eastward. at daylight saw 2 others ships to the ~~westward~~
so ends with a light breeze Lat 38° 15' Long 32° 23'

Sunday 23rd

The first, and Middle part, of these ^{24 hours} light winds and
cloudy. with Thunder, and sharp Lightning. at 2 A.M.
a vessel passed to the Leeward of us, and showed
a light. and was answered. The Latter part a pleasant
breeze from the Westward. at 6 A.M. set the Top-mast
and lower studding-sails, one ship in sight.
Lat 38° 07' Long 34° 47' 15"

Monday 24th

These 24 hours we have ^{had} pleasant weather. with a
light breeze from the westward. steering E. by N.
Lat 37° 42' Long 36° 50'

Tuesday 25th

All of these 24 hours we have ^{had} strong winds and pleasant
weather. with all sail set. steering E. N. E. at 5 P.M.
saw a Ship astern of us. coming up very fast. with
Rials and studding-sails. each side steering East

Wednesday 26th

Lat 34° 07' Long 37° 00'

The first part. fair wind. and pleasant weather
at 6 P.M. the wind hauled to the Southward.
Triced the yards and took in Studding Sail.
Latter part light winds.

Lat 32° 32' Long 39° 30'

71

Remarks on board September. Thursday 27th 1838.

At 2 P.M. saw a school of Killers
at 4 put out the Starboard boat. Middle part light
winds, more to the Northward. at 11 P.M. tacked Ship
Making a S.E. course Lat 32.05 Long 41.01

Friday 28th

These 24 hours we have had light winds and
pleasant weather. Making a N.E. course

Lat 31.53 Long 41.15

Saturday 29th

Strong winds and pleasant. Making a N.E. course

at 4 P.M. saw a Finback Lat 30.15 Long 40.50

Sunday 30th

These 24 hours we have ^{Lat} strong from the Eastward
with squally weather. at 1 P.M. hauled the
Main-Top-Gallant-sail and double reefed the Top-sails.

Lat 28.01 Long 40.32

Monday 1st of October.

The first part of these 24 hours more
moderate. at 4 P.M. made all sail. Middle and
Lower part pleasant with light winds from the
Eastward. at 11 A.M. saw Finbacks

Lat 26.20 Long 39.04

Tuesday 2nd

These 24 hours we have had very pleasant weather
with light winds from the Eastward. all hands
employed in mending sails. several Finbacks and
Blackfish in sight. Lat 25.41 Long 39.23

Wednesday 3rd

Most of these 24 hours we have had it entirely calm
nothing in sight but a few Finbacks.

Lat 25.30 Long 40.24

This day we are just four months out.

Light winds and pleasant weather.

Four days more, or thereabouts.

We're in hopes to see the Isle of Madagascar.

We have not seen a sperm whale yet.

which fills my heart with sorrow.

But every day, as it passes away.

We have better hopes to-morrow.

Thursday 4th

The first part of these 24 hours entirely calm, all hands
in swimming. at 6 P.M. the Moon rose partly eclipsed,
with a light breeze from the S.E. and very pleasant
weather

Lat 25.52 Long 41.08

Remarks on Board. October.

Friday 5th

The first and Middle part light winds from the S.E. at 11 A.M. saw 2 Humpbacks

Lat 24° 56' Long 41° 56'

Saturday 6th

The first part of these 24 hours. entirely calm Middle and Latter part. a light breeze from from the Southward. Steering E.S.E.

Lat 24° 40' Long 42° 45'

Sunday 7th

At 2 P.M. we had a light wind from the S.W. which increased to a strong breeze. at 4 double reefed the Topsails & handed the Mainsail steering E.S.E. at 11 wore Ship and stood off shore. at 3 A.M. wore Ship and stood in again. at 11 A.M. saw the Isle of Madagascar. bearing East.

Lat 24° 27' Long 43° 50'

Monday 8th

At noon got a Lat and found we were 50 miles to the Southward of Augustine Bay. squared the yards and kept her off N.N.E. at 1 P.M. saw a Topsail Schooner standing off shore. she showed French colours. at 4, got up the chains, and bent them, at 6, double reefed the Topsails, and handed the Mainsail. braced the yards, and stood off shore, being 20 miles to the weather of the bar. at daylight saw the land ahead.

Tuesday 9th

At 4 P.M. came to Anchor 1/2 a mile from the Land with light winds. and pleasant weather. at 11 A.M. towed a raft of Cask. in the river. and filled them,

Wednesday 10th

at 11 this evening got off with the water

Thursday 11thFriday 12thSaturday 13th

This day at 7 A.M. weighed Anchor and got under way with a light breeze blowing off shore. having taken on board 150 lbs of Water 5 boat loads of Wood, a few Pumpkins. and Potatoes there was a French Schooner laying there trading for Turpen.

Sunday 15th

The first part light winds from the S.E. at 6 P.M. saw a Humpback. Middle and Latter pleasant standing in shore. at noon tacked off.

Lat 23° 47'

Monday 16th

Pleasant weather. with moderate gales from the S.E. at 7 A.M. saw a Glumpback. So ends standing in shore. Lat 24.30.

Tuesday 17th

The first, and Middle part, strong winds. Latter part frequent showers of rain. and a head wind. Lat 24.53. Long 41.50.

Wednesday 18th

All of these 24 hours. we have had strong winds from the S.E. with squally weather. standing to the S.W. Lat 25.44 Long 40.00

Thursday 19th

The first and Middle part strong winds. with rain. Latter part pleasant. Nothing in sight. Lat 27.20 Long 39.40

Friday 20th

First part strong winds and squally. Middle and Latter part light winds and pleasant. Lat 28.30 Long 38.18

Saturday 21st

The first part of these 24 hours light winds and calm. all hands employed in setting up the Top-Mast back-stays. at 6 P.M. saw a Whatter-Spout of the lee quarter. Middle and Latter part pleasant. at 9 A.M. saw Finbacks. Lat 29.01 Long 37.27

Sunday 22nd

The first and Middle part of these 24 hours light winds from E.N.E. with pleasant weather. Latter ^{part} calm. Lat 30.12 Long 38.00

Monday 23rd

The first part of these 24 hours. entirely calm. Middle and Latter part light winds from the S.W. at 7 A.M. set the Top-Mast studding-sail. steering S.E. many Finbacks in sight. Lat 30.32 Long 38.20

Tuesday 24th

The first part of these 24 hours light winds from the S.E. at 1 A.M. the wind veered to the S.W. Eached Ship with fine weather. Middle and Latter part the same Lat 30.42 Long 39.00

Wednesday 25th

First part light winds and pleasant weather at 4 P.M. passed close to a dead Whale. supposed him to be Glumpback. Middle and Latter the same unbent the Miz-Top-sail and mended it. so ends with a fair wind. Studding sail set Lat 32.00 Long 40.42

Thursday 25th of October.

The first part of these 24 hours. light winds and pleasant weather. Middle part rainy with Thunder and Lightning. at daylight a breeze came from the S.W. and squally weather. at 10 P.M. doubled reefed the Topsails. Lat 32° 40' Long 41° 00'

Friday 26th

The first and middle part strong winds. and squally weather. at daylight the wind veered to the S.E. backed ship and stood to the southward
Lat 32° 54' Long 43° 42'

Saturday 27th

The first part pleasant. with a heavy swell. from the southward. Middle and Latter part strong winds from the Northward. at 3 A.M. Took in the Top. Sails and Main Top Gallant sail. steering S.E. by S.
Lat 34° 40' Long 45° 20'

Sunday 28th

These 24 hours we have had strong gales from the Northward, with rain. at 4 P.M. took in the Waste Boat mainsail, and double reefed the Topsails. at 1 A.M. shipped a sea, which stove the Waste Boat, we also got the Stern boat stove, and two pigs badly hurt, &c. at 8 handed the Fore & Miz Topsails and reefed the Fore Sail. at 11 A.M. the wind veered to the S.W. with more moderate weather. made sail. Lat 36° 00' Long 47° 50'

Monday 29th

The first part of these 24 hours moderate weather. Middle part squally. with the wind more to the Southward. at 10 A.M. saw a Finback.
Lat 36° 06' Long 51° 37'

Tuesday 30th

The first part pleasant weather. steering S.E. by E. at 1 P.M. saw Finbacks. Middle and Latter part light winds and calm.
Lat 35° 46' Long 52° 49'

Wednesday 31st

The first and middle light winds and calm. Latter part pleasant with the wind from the Northward. steering S.E. a great many Finbacks in sight.
Lat 36° 17' Long 53° 29'

Thursday 1st of November.

Commenced with strong winds from the N.W. at 2 A.M. set the Lower. Studding. Sail. Middle and Latter part the same. Steering S.E. by E.
Lat 36° 11' Long 57° 36'

Remarks on board Friday. 2nd of November. 1838.

Commences with strong winds and rainy weather. Stearing E.S.E. Middle and latter part much the same. at daylight saw a right Whale close to the ship. after breakfast saw several more. going to the windward.

Lat 35.08. Long 60.40.

Saturday 3rd

These 24 hours we have had the wind from the Southward and pleasant weather. Stearing E.S.E. we have seen Right Whales. all day. and shall try to get one tomorrow if it is smooth.

Lat 35.00. Long 54.35.

Sunday 4th

The first part of these 24 hours light winds from the Southward. at 10 P.M. a breeze came from the Eastward. lashed ship and stood to Southward. Latter part strong gales from the Northward. hauled the Main Top. Gallies and double reefed the Topsails.

Lat. 36.28 Long. 66.40.

Monday 5th

The first part of these 24 hours strong winds from the Northward. at 8 P.M. double reefed the Topsails. Middle part squally with rain. Latter part more moderate with the wind more from the westward. made sail steering E.N.E.

Lat 36.52 Long 69.45.

Tuesday 6th

Commences with strong Gales from the Westward at 2 P.M. double reefed the Topsails. at 6 hauled the Topsails. and hove her too. under the Fore Top. Gaff. Latter part more moderate. set the M. Topsail.

Lat 36.22. Long 70.46.

Wednesday 7th

At 1 P.M. turned the reef out of the Topsails Latter part light winds and foggy. at 11 set the Top. Mast Studding-sail. Stearing E.S.E.

Lat 36.09 Long 72.50

Thursday 8th

The first and middle light winds and thick weather. latter strong winds from the westward Stearing E.S.E. at the rate of 9 knots.

Lat 36.22 Long 75.18.

Friday 9th

These 24 hours we have had strong winds and rainy weather. Stearing E.N.E. 9 knots

Lat 36.20 Long 80.50

Remarks on board. Saturday 10th of November.
which commences with strong winds and squally weather.
from the Westward. middle part much the same. Steering
E.S.E. Latter part more pleasant.

Lat 36° 28' Long 83° 46'

Sunday 11th

Continues with a fair wind from the westward.
steering E.S.E. Lat 36° 33' Long 86° 18'

Monday 12th

Pleasant weather, with a fine breeze from the
westward. at 6 A.M. set the Main, Top Gallant, Sail.
Steering E.S.E. Lat 36° 45' Long 90° 08'

Tuesday 13th

The first and middle part light winds from the Westward
at 3 A.M. set the ~~Top~~ Studding sail. at 8 took in the
stern boat to mend her. got stoven the 6th
Lat 36° 47' Long 93° 45'

Wednesday 14th

These 24 hours we have had pleasant weather, and
light winds from the westward. at 6 P.M. saw ^{R.} Whales
so ends steering E.S.E. all sail out.
Lat 36° 43' Long 97° 01'

Thursday 15th

The first and middle part of these 24 hours pleasant weather
and a fine breeze from N.W. Latter part squally. saw
severall Right Whales. Lat 38° 36' Long 100° 40'

Wednesday 16th

These 24 hours we have had very pleasant weather
and a light wind from N.W. at 8 A.M. saw a great many
Right Whales. Lowered down two boats. the Starboard
boat fastened, and killed him. got him along side at noon
and commenced cutting. nearly calm.
Lat 36° 40' Long 102° 15'

Saturday 17th

At 4 P.M. got the whale cut-in, and commenced
boiling. middle part light winds steering E.S.E.
at 8 A.M. spoke the Ship North America, of
Wilmington, 5 Months out. 9 Whales, so ends, with
Whales all around us. but not the right kind.
Lat 35° 48' Long 104° 45'

Sunday 18th

The first part of these 24 hours light winds from
the Westward. at daylight finished boiling the
Whale, which turned up 60 lbs. Middle and
Latter part pleasant. Steering S.E.
Lat 35° 26' Long 107° 15'

Monday 19th

Commences with light winds and pleasant weather. Middle and latter part the same. Stearing S.E. by S. at 11 A.M. finished stowing down the Oil, at Noon. Spoke Ship Hunters of N.B. 12 months out 300 lbs Sperm and 1200 of Right Whale. Lat 36° 23' Long 108° 14'.

Tuesday 20th

These 24 hours we have had light winds and pleasant weather steaming S.E. by S. have seen nothing but Finbacks. Lat 37° 10' Long 110° 00'

Wednesday 21st

Commences with light winds and pleasant weather. at 4 P.M. saw two Sperm Whales on the starboard bow. lowered all 3 boats. but it being too late did not get on. Hood along sharp on the wind to the Southward. at daylight saw a Whale ahead lowered down all 3 boats at 11 A.M. the Starboard boat fastened. at 1 got him along side and commenced cutting.

Lat 37° 20' Long 110° 15'

Thursday 22nd

The first part very pleasant. all hands employed in cutting in the whale. at 5 P.M. a whale ~~a whole~~ came within 1/2 a mile of the ship. lowered down the Larboard boat, but it being so late did not get on. at daylight took in his head. and commenced boiling.

Lat 38° 25' Long 110° 25'

Friday 23rd

The first and middle part strong winds. and pleasant. Latter part squally. which makes it very bad for us. Lat 38° 30' Long 111° 00'

Saturday 24th

These 24 hours we have had strong gales from the northward with a very heavy swell running. at 5 A.M. shipped a sea which put out fires out. having the last pot-put on. after breakfast. took the boats up and put the Oil between decks. Stearing S.E.

Lat 39° 40' Long 111° 50'

Sunday 25th

The first and middle part strong Gales from the S.W. Stearing S.E. under double reefed Topsails. Latter part more moderate. set the Gid and Mainsail.

Lat 39° 00' Long 115° 14' 19'

Monday 25th

These 24 hours we have had fair weather with a strong breeze from the Westward Stearing E.S.E.

Lat 40° 30' Long 118° 45'

Remarks on board. November. Tuesday 27th 1838

Commences with fine weather. and the wind from the Westward. Middle part rainy. at daylight saw Right Whales. Latter part more pleasant. Steering E.S.E. Lat 41.12 Long 122.45

Wednesday 28th

All of these 24 hours we have had strong Gales from N.W. Steering East

Lat 41.08 Long 126.55

Thursday 29th

The first part strong winds Steering E by S. Middle part squally with rain at daylight saw Right Whales Latter part pleasant. all sail set.

Lat 41.28 Long 130.48

Friday 30th

Commences with strong winds from the N.W. Middle and Latter part pleasant. untent the Mainsail and Mended it. Steering S.E by E. Lat 42.56 Long 134.22

Saturday 1st of December.

The first and Middle part light winds and pleasant Latter part strong winds and clouds.

Steering S.E by E. Lat 44.12 Long 137.30

Sunday 2nd

Commences with cloudy weather. Middle and Latter part rainy. with light winds from N.W. Steering S.E by E. Lat 44.40 Long 140.00

Monday 3rd

The first part strong winds from the westward. Middle and Latter part squally. more from the Southward which makes it rather coolish. at noon kept her off East. Lat 47.30 Long 144.07

Tuesday 4th

Commences with strong winds from the Westward. the Middle and Latter part very pleasant. being off New-Holland Steering E.N.E. For a warmer Latitude Lat 47.25 Long 147.30

Wednesday 5th

These 24 hours we have had pleasant weather. with the wind from the N.W. Steering N.E. at 8 P.M. rigged in the Lower Studding Sail. and put it below Lat 46.12 Long 150.45 East

Thursday 6th

Commences with light winds. and pleasant. Middle part thick and foggy Latter part nearly calm Steering N.E.

Lat 45.02 Long 152.47

Friday 4th of December 1838

These 24 hours we have had very light winds. and part of the time calm.

Steering N.E. Lat 44.33. Long 153.20.

Saturday 8th

Light winds from N.W. Steering N.E. Nothing in sight. Lat 44.05. Long 154.42.

Sunday 9th

The first and Middle part calm. Latter part light winds from the Northward. Nothing in sight but Porpoises. Lat 43.20. Long 155.20.

Monday 10th

Commences with pleasant weather and nearly calm Middle part cloudy with a light breeze from N.W. at 8 A.M. double reefed the Topsails in order to stow down the Oil. but it coming on to blow and rain gave it up. Lat 42.50. Long 155.40.

Tuesday 11th

The first and Middle part strong winds and squally. Latter part pleasant with the wind from S.W. at daylight made all sail. steering N.E. Lat 40.42 Long 158.45.

Wednesday 12th

Commences with a pleasant breeze from the Southward. all sail set. at 5 P.M. caught a Right Whale. Porpoise. Middle part pleasant. at daylight took the Oil on deck from between decks to Copper.

Lat 39.14 Long 150.00

Thursday 13th

The first part squally. at 4 P.M. saw a school of Sperm Whales. but it coming up squally did not see again. at 7 took in sail. and braced up. to the Westward. Middle part squally. at daylight commenced stowing down the Oil on the Larboard side. N.E. Lat 38.45 Long 151.00

Friday 14th

Commences with pleasant weather. Middle and Latter part the same. at daylight made sail. and kept her off N.E. Commenced standing 3 watches. Lat 38.30 Long 152.41

Saturday 15th

The first part pleasant weather with the wind from the N.W. Middle and Latter part squally with rain. at 4 P.M. hauled the Fore & Mizen Topsails steering N.E. at daylight made sails again. Lat 37.15 Long 155.20.

Remarks on board December 28th. 1838.

All of these 24 hours we have had strong winds and squally weather. at 7 P.M. took in sail and braced to the Southward. at 4 A.M. wore ship. and made sail. saw a number of Finbacks.

Lat 35.58 Long. 165.50.

Monday 17th

Commenced with strong winds and squally. at 4 P.M. took in the Topsails and hove her too. with the ^{mid. W.} Middle part light winds. at daylight hoisted ~~the~~ ^{the} Topsails. and commenced breezing. Stowed down. and double reefed. at 9 took in the Topsails and Foresail. and hove her too.

Lat 36.25 166.00.

Tuesday 18th

The first part strong Gale from the Westward. Middle part more moderate, at daylight made sail. and wore ship. Latter part squally with rain. Nothing in sight.

Lat 36.05. Long 166.30.

Wednesday 19th

Commences with strong winds and squally. at 7 P.M. took in sail. standing to the N.East. Middle part more moderate. at daylight made sail again.

Lat 36.05 Long 167.28

Thursday 20th

All of these 24 hours we have ^{had} strong Gales from the westward, with the Fore and Miz. Topsails in. and many Finbacks in sight.

Lat 35.13 Long 168.19.

Friday 21st

The first and middle part of these 24 hours strong winds and squally. Latter part pleasant. with the wind from the westward. at 9 A.M. caught a porpoise. at 11 saw a Finback. Lat 34.15 Long 168.47.

Saturday 22nd

Commences with pleasant weather and a fine breeze from the westward at 1 P.M. kept her off E. by N. at sun-set took in sail. and braced to the Southward. at daylight kept off again. and made all sail. Lat. 34.20 Long 169.00

Sunday 23rd

These 24 hours we have had fine weather. with the wind from the Westward. at sun-set took in sail as usual. at daylight made sail and kept her off East.

Monday 24th

Commences with pleasant weather. at 9 P.M. saw the Force Hings. ahead, at 4. spoke the Barque Juno. of Sydney, 7 weeks out 70 lbs, at sundown took in sail. and stood off shore. at daylight, made all sail, and tacked Ship. and stood in shore. Lat 24. 00 Long 71. 30.

Tuesday 25th



At 4 P.M. saw a school of Sperm Whales 4 miles to the windward. did not lower. at sundown double reefed the Topsails. and stood to the Westward. at 3 P.M. wore Ship with a strong breeze from N.E. Later part the same. Lat 33. 24 Long 71. 20.

Wednesday 26th

Commences with strong winds from the westward. at 5 P.M. saw 2 Ships to the Leeward. at sun set wore Ship, and close reefed the Topsails. Middle and Latter part light winds and pleasant. at 11 P.M. saw a school of Blackfish Lat 33. 40 Long 170. 00

Thursday 27th

All of these 24 hours we have had it entirely calm. nothing in sight but porpoises. Lat 33. 55 Long 170. 00.

Friday 28th

The first and middle part calm. unibent the Topsails. and bent the old ones. at 3 A.M. kept her off S.E.W. with a light breeze from the Northward. Lat 33. 50 Long 159. 52

Saturday 29th

Commences with light winds. and very pleasant weather. at 1 P.M. braced the yards standing to the westward. Middle and Latter part the same. Nothing in sight but Porpoises large bountys offered for a whale. and all hands aloft very anxious to see one. Lat 33. 49 Long 168. 48.

Sunday 30th

The first and middle part pleasant. Latter part squally. with the wind from the Southward at 7 A.M. tacked Ship. to the Westward. Lat 33. 52. Long 167. 17.

Monday 31st

These 24 hours we have had strong Gales from the Southward. standing to the Westward. Nothing in sight. Lat. 33. 35 Long 165. 12
so ends the year. 1838. 7 months out, with 60 lbs of Whale. and 70 of Sperm. Oil. bound to Hows Island. 4 days sail.

Remarks on board the 1st day of January 1839.

Tuesday. Commences with strong winds. Middle and Latter part light winds and pleasant. at 7 A.M. rigged in the Bob Stay and put out a new one. Stearing West. Lat 33.30 Long 163.32

Wednesday 2nd

These 24 hours we have had light winds, &c. pleasant weather. Stearing west. at 11 A.M. lowered the Mast-boat for what we thought was. Case, but proved to be nothing more than a Sun-Squall.

Lat 33.03 Long 162.28

Thursday 3rd

The first part pleasant. shifted the Cooks bamboe forward. Middle part squally. with the wind from the Northward. Latter part pleasant nothing in sight but Jumper.

Lat 32.52 Long 161.22

Friday 4th

The first and Middle part strong winds. from the westward. Latter part squally. nothing in sight.

Lat 32.25 Long 163.00

Saturday 5th

Commences with strong winds. Middle part squally with rain. Latter part pleasant. with the wind from S.E. all sail set Stearing Wby S.

Lat 32.07 Long 162.15

Sunday 6th

The first and middle part light winds. and pleasant Latter part strong winds from N.E. at 8 A.M. saw Finbacks. sends Stearing Wby S.

Lat 31.40 Long 161.00

Monday 7th

Commences with strong Gales from the Northward at 7 P.M. took in all-sail and hove her too headed to the Westward, Latter part rainy.

Lat 31.47 Long 160.08

Tuesday 8th

The first part more moderate. at 3 P.M. set the Foresail. Middle and Latter part strong winds from the Southward. at daylight set the Topsails close reefed. standing to the southward.

Lat 31.51 Long 161.20

Wednesday 9th

Commences with pleasant. weather, standing to the southward, middle and Latter part the same.

Lat 32.55 Long 161.22

Thursday 10th

Commences with pleasant weather with the wind from the Eastward. at sundown saw a school of *Dolphins*. Middle and Latter part the same. at 10 A.M. spoke the Barque *Chiza Frances* of London. 13 months from Sydney with 300 lbs. so bound to Sydney. Lat 33.44 Long 151.30.

Friday 11th

All of these 24 hours we have had light winds from the Northward. steering by the wind to the Eastward. Lat 33.57 Long 152.18.

Saturday 12th

Commences with pleasant weather. Middle and Latter part strong winds from N.W. steering E.S.E. Lat 33.48 Long 154.18.

Sunday 13th

The first part strong winds from N.W. at sundown took in sail. and braced the yards. Middle part. heavy Thunder and Lightning. Latter part more pleasant. Lat 34.12 Long 155.33.

Monday 14th

Commences with light winds and pleasant weather. Middle and Latter part calm nothing in sight but Porpoises. and Tun-fish. Lat 34.20 Long 156.30.

Tuesday 15th

The first part very pleasant. at 4 P.M. caught a Porpois. Middle and Latter part. thick and foggy. Lat 34.13 Long 158.10.

Wednesday 16th

All of these 24 hours we have thick and foggy weather. steering by the wind to the Eastward under double reefed Topsails. nothing in sight. Lat 34.20 Long 159.00.

Thursday 17th

Commences with foggy weather standing to the Eastward. Middle and Latter part the same. Lat by account 34.00 Long 159.30.

Thursday 18th

Begins with rainy weather. Middle and Latter part pleasant. with the wind from the S.W. standing to the Eastward. Lat 34.08 Long 160.55.

Saturday 19th

The first part light winds from the S.W. Middle part calm at 9 A.M. saw 2 Barques standing off shore. Lat 34.11 Long 171.10.

Remarks on board, off the Three Kings. Sunday. the 20th of January 1839.

Commences with very pleasant weather. at sundown took in sail. headed to the at daylight kept her off E. by N. saw a ship of our Larboard beam. at noon saw the Land ahead.

Lat. 34. 03 Long 171. 52. 30"

Monday 21st

The first part strong winds at 2 P.M. braced the yards and stood to the N.W. middle and Latter part light winds from the S.W.

Lat 32. 55. Long 171. 20.

Tuesday 22nd

Commences with light winds from the S.W. at 4 P.M. saw a Sperm Whale ahead lowered all 3 boats. but could not get on. at sundown came on board. double reefed the Topsails, and stood to the Eastward on the wind. Middle and Latter part calm. at 10 A.M. sent up the Fore-Top-Sailient Mast.

Lat 32. 43. Long 171. 25.

Wednesday 23rd

All of these 24 hours we have had light winds from the Northward. with very pleasant weather. at 7 P.M. tacked Ship. Steering E.S.E. so end. all hands employed in taking the rigging. and the Captain. Old taring the chains.

Lat 32. 50. Long 172. 00.

Thursday 24th

very pleasant weather. with a light breeze from the N.W. steering to the Eastward at 6 A.M. saw whales to the windward 2 miles off coming to the leeward at 7 lowered the boats. the Waste Boat struck. but the whale took the line and went off.

Lat 32. 55 Long 172. 00

Friday 25th

So at 4 P.M. came on board. at 4 saw more whales coming to the leeward. but it coming up squally did not lower. at sundown close reefed the Topsails Middle and Latter part. strong winds from the S.W.

Lat 32. 45 Long 172. 15

Saturday 26th

The first part strong winds. Middle and Latter part light winds and pleasant weather

Lat 33. 08 Long 172. 25

Sunday 27th

Commences with very pleasant weather. with a light breeze from S.W. Middle and latter part the same. Nothing in sight. Lat 32.34. Long 172.23.

Monday 28th

Light winds and pleasant. Latter part rainy. nothing in sight. Lat 32.50. Long 172.15

Tuesday 29th

The first part pleasant. the Middle part nearly calm. Latter part strong winds and rainy. Lat 33.03. Long 172.14.

Wednesday 30th

A.M. of these 24 hours we have had strong winds from S.W. with squally weather. Stearing S.E. under double reefed Topsails. Lat 32.44. Long 172.21

Thursday 31st

Commences with strong winds from S.W. at 7 A.M. kept off S.E. at 8 saw the Three Things off the Starboard bow. Latter part light winds. Lat 33.47. Long 173.34.

Friday 1st of February.

Stearing S.E. by S at 3 P.M. it came up foggy. beaced the yards and stood off shore. being about 20 miles to the westward of North Cape. Middle part strong winds at 8 P.M. hove-to close the Main Mast headed off shore at daylight. saw the North Cape bearing S.W. Dist 25 miles. Stearing S.E. Lat 34.48. Long 174.45

Saturday 2nd

The first part strong winds from the westward. Stearing S.E. by E. at 5 P.M. it came up foggy. beaced the yards and stood off shore. being 10 miles to the westward of the Bay of Islands. where we are now bound

Sunday 3rd

at 6 P.M. spoke the ship Cadmus of Doubtless Bay 6 hours from the Bay of Islands at 7 Double reefed the Topsails. and stood half watches through the night keeping close in shore. at daylight kept off for the Bay and came to an Anchor at 10 o'clock. at 11 the Benjamin Rush of Warren came to an Anchor 18 months out 1300 Spum. there are 3 other English ships in the harbor. &c

26
In the Bay of Islands. Sunday. 3rd of February 1839.

Commences with pleasant weather Middle and latter part the same. The Starboard watch having liberty on shore.

Monday 4th

Got off a raft of Water and painted Ship.

Tuesday 5th

Is work in the After Hold

Wednesday 6th

The Larboard Watch on Liberty.

Thursday 7th

Got of a raft of water. strong winds and squally.

Friday 8th

Broke out the Oil and Hooped it.

Saturday 9th

The Starboard watch on Liberty

Sunday 10th

The Larboard

Monday 11th

All hands on board. got of Wood.

Potatoes. Hogs &c. Arrived Ship

Hercules of N.B. 19 month out 700 Sperm 2100 of

Whale. Ship Dartmouth of N.B. 31 months

1100 of Sperm. and 600 Whale.

Tuesday 12th

At 8 A.M. got under way with a fine breeze from the Southward. being 3 1/2 months out 70 lbs. Steering N.E. at noon spoke. the Ship Beleva. of N.B. 15 months 15 months 600 Sperm.

Wednesday 13th

The first part strong winds from the Southward. Steering N.E. at Sundown lost sight of the Land. double reefed the Topsails. Middle and latter part cloudy.

Thursday 14th

The first and Middle part strong winds and squally. at 4 P.M. braced the yards and stood to the westwards. at daylight wore Ship. at 7 A.M. saw a Ship of the lee bow standing to the Southward. Turned up the Waste Boat and painted her Lat 33..47 Long 177..03

Friday 15th

In first part squally. Middle and latter part pleasant. Painting the boats. Lat 33..38 Long 177..50

At Sea. Sunday. the 17th of February. 1839.

Commences with pleasant weather. with strong winds from the westward. steering to the Southward. Middle and Latter part cloudy.

Lat 34.32. Long 177.55.

Sunday 18th

Cloudy weather with the wind from the Eastward. Middle and Latter part the same. nothing in sight.

Lat 34.55. Long 178.55.

Tuesday 19th

These 24 hours we have had pleasant weather the Latter part calm. nothing in sight but Porpoises

Lat 35.15. Long 179.33. East

Wednesday 20th

The first and Middle part calm. Latter part a light breeze from the Northward. have seen nothing but Grampusses. steering S.E.

Lat 35.26. Long 180.00

Thursday 21st

These 24 hours we have had a pleasant breeze from N.N.W. with fine weather steering East.

Lat 35.35 Long 178.35 West

Friday 22nd

The first part pleasant. Middle and Latter part. strong winds and squally. at 8 A.M. hoisted the Fore & Miz. Topsails and close reefed the Main

Lat. 35.42 Long 178.15

Saturday 23rd

The first and Middle part strong winds. Latter part squally. standing to the Northward. under double reefed topsails

Lat 34.59 Long 178.20

Sunday 24th

Begins with strong winds. and squally weather. middle and Latter the same with the wind from the Southward at 4 A.M. squared the yards. steering N. by E.

Lat 34.17 Long 178.15.

Monday 25th

Commences with strong winds from S.W. Middle and Latter part pleasant.

steering N. by E. Lat 33.25. Long 178.10

Remarks on board. Tuesday. February. 26th 1839

Commences with light winds and pleasant weather. at 5 P.M. saw a Ship. Middle part cloudy. Latter part pleasant. saw Blackfish and Porpoises. Lat 32. 35 - Long 177. 01.

Wednesday 27th

begins with light winds and pleasant weather. at 4 P.M. spoke Mercator of N. Bedford 24 months out 1200 lbs. saw Whales 2 weeks ago.

at 5. saw a Barque off the lee-Bow. Middle and Latter part the same.

Lat 31. 42 Long 177. 00

Thursday 28th

The first part light winds and pleasant weather. at 4 P.M. spoke the Ship Floogly. of Salem 16 months out 1600. also the Mercator so ends nothing in sight.

Lat 32. 15 Long 176. 45.

Friday 29th of March.

The first part strong winds. at 4 P.M. spoke Ship Ann. Brock of Nantucket 20 months out 1050. also Ship Elizabeth of Salem 1900 lbs 28 months out. Middle part rainy. Latter part pleasant but no Whales. Lat 32. 00 Long 177. 09.

Saturday 2nd

begins with pleasant weather. 2 Ships in sight Middle and Latter part the same. 4 other Ships in sight all standing to the Northward. Lat 32. 28. Long 177. 00

Sunday 3rd

The first and Middle part pleasant 2 Ships in sight. Latter part strong winds and cloudy. Lat 32. 90 Long 176. 40

Monday 4th

Begins with pleasant weather at 4 P.M. spoke Ship Betholamew. Gosnald. of Falmouth. 28 months out. 2000 lbs Whale 500 Sperm to leave for home in 3 months. Middle and Latter part pleasant. Lat 32. 33 Long 177. 00

Tuesday 5th

Commences with light winds and pleasant weather. 3 Ships in sight. Middle and Latter part the same. employed in setting up the Fore Rigging.

Lat 32. 40 Long 177. 40.

Remarks on board. March. Wednesday 6th. 1839. 89

begins with pleasant weather and light winds from the Eastward. Middle and Latter part the same. 3 Ships in sight.

Lat 31.41 Long 177.17

Thursday 7th



These 24 hours we have light winds and pleasant weather at 6 A.M. saw a School of Sperm Whales lowered all 3 boats the Waste Boat struck but the Whale sounded and took the line at 11. came on board. the Whales in sight going quick to the leeward.

Lat 31.45 Long 177.05

Friday 8th

At 1/2 past 12 lowered the boats again after the same Whales, chased them untill sundown, then came on board. Middle and Latter part strong winds from the Eastward and a heavy swell on.

Lat 31.30 Long 177.20

Saturday 9th

The first part strong winds. at 7 P.M. spoke the Ship John Adams of Nantuck 14 months out for W.B. Middle and Latter part pleasant. at daylight saw the French Rock bearing West. at 8 A.M. the Ship Elizabeth of Salem passed within hailing of us. 3 other Ships in sight.

Lat 31.45 Long 178.00

Sunday 10th

These 24 hours we have had very pleasant weather and light winds from the Eastward 5 Ships in sight

Lat 31.50 Long 178.30

Monday 11th

The first part pleasant. at 4 P.M. spoke Ship George Washington of Warcham. 37 months 2200 lbs. bound home in 3 weeks. Middle part strong winds Latter part pleasant.

Lat 32.00 Long 178.00

Tuesday 12th

These 24 hours we have had very pleasant weather. Stearing N.B.E. 3 ships in sight

Lat 31.34 Long 179.00

Remarks on board. March Wednesday 13th 1839

These 24 hours we have had very pleasant weather. at 4 P.M. spoke Ship Splendid of Edgartown 42 months out 1500 Sperm 800 Whale
2 Ships in sight Lat 31.00 Long 176.40

Thursday 14th

The first and Middle part pleasant.
Latter part squally. nothing in sight
Lat 31.05 Long 177.30.

Friday 15th

The first and Middle part strong winds
and squally. Latter part more moderate
with a heavy swell on. nothing in sight
Lat 31.19 Long 177.25.

Saturday 16th

The first part a light breeze from the
Westward Middle and Latter part calm.
Lat 30.57 Long 176.30.

Sunday 17th

All of these 24 hours we have had pleasant
weather with a light breeze from the
Northward. Steering N.W. and S.W.
Lat 30.30 Long 176.33.

Monday 18th

Commences with light winds & pleasant.
Middle & Latter part the same. at
at 9 A.M. caught a Peppercorn so ends
steering S.W. by S.
Lat 30.59 Long 177.00

Tuesday 19th

Begins with very pleasant weather
at daylight saw 2 Ships. Nothing more in
sight. standing to the Westward.
Lat 31.25 Long 178.00

Wednesday 20th

The first part pleasant at 4 P.M. spoke
Ship Ann of Nantucket 21 months
1060 S. Middle and Latter part rain
at 9 A.M. a Ship passed to the Leeward
of us and showed colours. French
Rock bearing East.
Lat 31.00 Long 177.50

Thursday 21st

All of these 24 hours we have had
strong winds and rainy weather
headed to the Northward. The Ship
Ann in sight of our lee quarter.

Remarks on board Friday, 22nd of March, 1839.

Commences with rainy weather. Middle and Latter part pleasant at daylight kept off N.E. one Ship in sight. Lat 31. 43.

Saturday 23rd

Light winds and pleasant. steering N.E. one Ship in sight

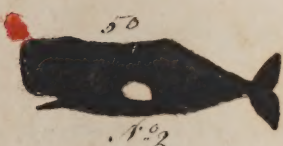
Lat 31. 30 Long 176. 30

Sunday 24th

The first and Middle part squally with rain, Latter part pleasant with the wind from S.E. standing to the Northward. Lat 31. 17 Long 176. 53

Monday 25th

Begins with pleasant weather. Middle and Latter part strong winds. Standing to the Northward at 10 A.M. saw a school of Sperm Whales. at 12 lowered all 3 boats. the waste boat struck at 2 P.M. got him along side Lat 30. 17



Tuesday 26th

Employed in cutting in the Whale at 5 P.M. lowered the Starboard boat after the the same Whales. coming quick to the windward. but did not get on so came on board. Middle & Latter part strong winds at noon finished cutting so ends, a Ship to the Leeward also cutting.

Wednesday 27th

The first part squally. Middle & Latter part strong winds, employed in boiling. the whale Lat 30. 00 Long 175. 00

Thursday 28th

The first part moderate at 10 P.M. finished boiling. Middle part rainy Latter part pleasant. Lat 30. 10 Long 175. 30

Friday 29th

OCome



Commences with strong winds at 3 P.M. spoke the Ship Nantucket of Nantucket 22 months out 100 lbs. Middle part squally. at 8 A.M. saw a school of Sperm Whales going to the windward. but it coming up thick and squally did not lower. in hopes of better weather tomorrow.

Remarks on board Saturday the 30th of March 1839

Commences with squally weather. Middle and Latter part more pleasant. The Nantucket in sight off our lee-beam

Lat 30 Long 175.

Sunday 31st

Begins with pleasant weather at 1 P.M. saw a breach to the windward. Middle and Latter part strong winds. at 10 P.M. spoke the ship Jefferson of Nantucket. 21.00 lbs 31 months out bound to the Bay of Isle

Monday 1st of April

The first and Middle part strong winds at 7 A.M. commenced stowing down the oil. Latter part squally. Lat 29.50

Tuesday 2nd

The first part rain. at 4 P.M. finished stowing down. the Nantucket in sight to the windward. at sundown reefed the Foresail and hauled the Fore & Miz Top. Middle and Latter part strong gales from the Eastward. at 4 A.M. called all hands and took in the Waste Boat & tured up the Larboard

Wednesday 3rd

Commences with strong gales at 1 P.M. took in the Foresail. Middle and Latter part more moderate. with rain.

Thursday 4th

The first and Middle part thick & foggy Latter part pleasant set the Topsails double reefed. 2 Ships in sight to the windward. Lat 29.45

Friday 5th

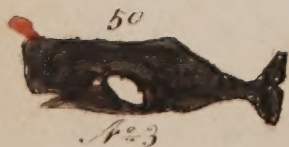
All of these 24 hours we have had pleasant weather. having whole topsails out 2 Ships in sight Lat 29.49 Long 175.00

Saturday 6th

Begins with fine weather and pleasant breezes. at daylight saw a Ship steering East. supposed her to be the John Adams. so commences

Sunday 7th

Employed in mending the Fore Top at 1 P.M. saw a school of Sperm Whales the Waste Boat struck and killed him at 4 got him along side and commenced cutting



50

N^o 3

Remarks on board Monday 8th of April 1839.

Begins with strong winds and pleasant weather
Middle and Latter part the same. employed
in loading. 2 Ships in sight.

Tuesday 9th

Strong winds and pleasant weather at
5 P.M. spoke Ship Nantucket. had lost
a boat in the last gale. - at 10 P.M. finished
loading. Latter part pleasant. 2 Ships in
sight. Lat 30.20

Wednesday 10th

Commences with strong winds and
pleasant weather. at 5 P.M. spoke
Ship Nantucket & John Adams
Middle & Latter part the same.

Thursday 11th

The first part strong winds at 5 P.M. spoke
Ship Nantucket. and gave them some
iron having broken there. Bob-Stay
lost. Middle and Latter part ple.
Lat 29.30 Long 175.04.

Friday 12th

The first and Middle part pleasant
2 Ships in sight. at daylight commenced
stowing stowing down the Oil.
Lat 30.00

Saturday 13th

Commences with squally weather at
5 P.M. finished stowing down the Oil.
Middle and Latter laying too under
a close reefed Main Topsail with strong
gales from S.E. Lat 29.40

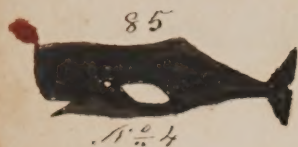
Sunday 14th

The first part strong gales from the
Southward Middle and Latter
part more moderate set the Topsail
double reefed. Lat 30.20 Long 175.30

Monday 15th

Begins with strong breezes. Middle
and Latter part pleasant. all sail
set standing to. the Northward
Nothing in sight. so we with
turn over a new leaf
Lat 30.15 Long 175.20

Remarks on board Tuesday April 16th



All of these 24 hours we have had very pleasant weather. Latter part calm at 9 A.M. saw a sperm whale to the windward. Lowered 2 Boats at 11 the Starboard boat struck killed him and commenced towing.

Lat 29° 55'. Long 174° 40'

Wednesday 17th

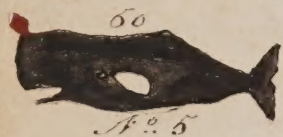
Entirely calm at 10 P.M. got him along side. at daylight commenced cutting. so ends, nothing in sight.

Thursday 18th

At 4 P.M. got the Whale cut in. and commenced boiling. Middle part pleasant. Latter part rainy.

Lat 30° 00'

Friday 19th



The first and Middle part pleasant employed in boiling &c. at 4 A.M. saw a school of sperm whales of the bee bow. lowered all 3 boats. the Starboard struck and killed him at half past 11 got him along side.

Saturday 20th

The first part calm at sundown got the head of and body in. Middle part rainy. Latter part calm and foggy got the head in. and commenced boiling.

Sunday 21st

The first and Middle part strong winds and rainy, with thunder & lightning at 2 A.M. called all hands, and put some of the Oil between-decks. at 7 A.M. commenced boiling again. Latter part more moderate, but still rainy.

Monday 22nd

The first part pleasant. Middle part rainy at noon finished boiling. at 9 A.M. saw Finbacks.

Tuesday 23rd

All of these 24 hours we have had it very pleasant. nothing in sight but one finback.

Lat 30° 09'

Remarks on board Wednesday 23th of April 1839

Commences with very pleasant weather. employed in cooping the c.b. Middle and Latter part calm. at daylight commenced stowing down.

Thursday 25th

All of these 24 hours we have had very pleasant weather. at 10 P.M. finished stowing down Latter part employed in washing ship. Lat 30.00

Friday 26th

The first and Middle part light winds and pleasant. Latter part strong winds and cloudy. Lat 29.40 Long 144.50.

Saturday 27th

Begins with strong winds and cloudy Middle and Latter part the same. Lat 29.30 Long 144.40

Sunday 28th

These 24 hours we have had strong winds. Middle part rainy. at 8 A.M. saw a school of Sperm Whales going quick to the windward lowered, but could not catch them it being very rugged. so came on board

Monday 29th

The first and middle part fresh breezes from the Southward. with pleasant weather. Latter part strong. Gales; hauled the Topsails & Foresail. and Lay too.

Tuesday 30th

At noon took in the Waste Boat at 4 P.M. turned up the Larboard Board the gale still increasing at 8 P.M. shipped a very heavy sea. which carried away the Larboard boat and 2 Pigs. got tables up and hoisted her in, but was so badly stoven as to be unfit for mending. so gave her to the Cook. Latter part. more moderate. employed in mending the Miz. Topsail.

Remarks on board. Wednesday the 1st of May, 1839

More moderate. with a heavy swell on at daylight set the Foresail. & bent the Miz. Topsail. Latter part employed in repairing damages. Lat 29.10 Long 175.00

Thursday 2nd

The first and Middle part strong winds. Latter part pleasant. employed in fitting a new boat.

Friday 3rd

Commenced with with pleasant weather at 3 P.M. spoke the Ship Thule of Nantuck 6 months out 150 Wb. at daylight put out the Waste Boat. Latter part pleasant. with whole Topsails set.

Lat 29.45 Long 175.30

Saturday 4th

Begins with pleasant weather at 2 P.M. got out the Larboard boat out. Middle and Latter part the same. saw a school of Whales. Lat 30.00

Sunday 5th

At 3 P.M. saw a carcass. Middle and Latter part pleasant. at Noon saw a Finback. Long 176.00 Lat 29.46

Monday 6th

All of these 24 hours we have had very pleasant weather all sail set. at 11 A.M. saw a sail to the leeward.

Lat 30.49 Long 175.40

Tuesday 7th

The first and Middle part light winds and pleasant. at daylight saw a Ship to the leeward which proved to be the Wescapet of Wescapet 14 months out 400 sperm & 500 Wb. it being calm lowered the Starboard boat and went on board. Lat 30.35.

Wednesday 8th

Light winds and pleasant weather Nothing in sight

Lat 30.33 Long 175.00

Thursday 9th

Light winds and fine weather Steering N.W. by N. have seen nothing but a Finback & Porpoises

Lat 30.08

Remarks on board Friday, 10th of May, 1839.

The first and middle part calm. Latter part light winds and pleasant. one Finback in sight Lat 29. 50

Saturday 11th

Commences with pleasant weather. Middle and Latter part strong Gales from the Southward. at 3 P.M. hauled the Foresail and lay to. Lat 29. 22 Long 174. 07

This is a place where friend and foe.
Often from it, wish to go.
And if I had the ruling power.
I would not stop another hour.

I would point her North and speed my way
Before the dawn of another day.
For fear the wind might forsake us.
And a calm would overtake us.

what then? why in the mean time, we
might take 200 lbs, I think that is best.
So I will close my Book,
And go to rest.

Sunday 12th

All of these 24 hours we have been
laying to under a close reefed Main
Topsail. with the wind from the
Southward. and a heavy sea on
Lat 28. 50 Long 174. 00

Monday 13th

The first part still blowing a Gale.
Middle and Latter part moderate
at daylight set Topsails double reefed
and ~~double reef~~ saw a Finback.
Lat 28. 41

Tuesday 14th

The first part strong winds. Middle
and Latter part Pleasant. Steering
S. by W. Lat 28. 30 Long 175. 50

Wednesday 15th

The first part light winds and
pleasant. Middle and Latter part
nearly calm. Steering S. by W. employed
in mending the Foresail.
Lat 29 00

95
Remarks on board Thursday. 15th of May.

The first part calm. Middle and Latter part squally. with the wind from the S. S. E.

Friday 17th

These 24 hours we have had strong winds and squally weather, standing to the Southward. at 11 A.M. saw an English Bark which passed a mile to the Windward of us

Lat 29. 20

Saturday 18th

The first part of these 24 hours strong winds. Middle and Latter part. light winds and calm. the English Bark in sight to windward

Lat 29. 30

Sunday 19th

All of these 24 hours we have had very pleasant weather with a fine breeze from the Northward. 3 Finbacks in sight

Monday 20th

The first and Middle part pleasant part Latter rainy nothing in sight at daylight kept her off North

Tuesday 21st

Commences with light winds and rainy. Middle and Latter part strong winds. steering North. at 8 unbent the Main Topsail and mended it.

Lat 24. 24 Long 174. 30

Wednesday 22nd

Strong winds and pleasant Employed in mending the M. Topsail. at daylight kept her off North. one Ship in sight.

Lat 26. 09 Long 173. 00

Thursday 23rd

The first part strong winds and pleasant at 2 P.M. spoke the Ship Martha of Fairhaven 14 months out 600 tbs Capt Taber Middle part calm Latter part squally 2 Ships in sight

Lat 25. 52

Remarks on Board. Friday. 24th of May. 1839.

Commences with strong winds and squally weather. at 3 A.M. called all hands and took in the Mast. Boat. one Ship in sight.

Lat 26.04 Long 173.40

Saturday 25th

The first and Middle part strong Gale. Laying too under a close reefed Main Topsail. Latter part more moderate, set the Toppails double reefed, the Motta in sight astern of us. Lat 25.36,

Sunday 26th

All of these 24 hours we have a strong breeze from the S.E. standing to the Westward. 3 Ships in sight, Lat 25.20,

Monday 27th

The first and Middle part squally. Latter part strong winds, the Ship Motta in sight ahead of us, standing to the westward. Lat 25.34, Long 174.50.

Tuesday 28th

Strong winds and pleasant. at daylight backed Ship standing to the Eastward. nothing in sight but one poor half starved Finback Lat 25.50 Long 175.30

Wednesday 29th

pleasant Breezes from the South nothing in sight but Finbacks. Lat 26.00 Long 175.10

Thursday 30th

The first and Middle part very pleasant weather. Latter part strong winds and squally. one Finback in sight

Friday 31st

All of these 24 hours we have strong winds and squally weather. one Finback seen Lat 25.04 Long 175

I wish that every Finback here, would stop beneath the water. And other whales, would appear. Of the kind, that we are after.

Remarks on board. Saturday, the 1st of June.

The first and Middle part squally Latter part fresh breezes, nothing in sight but Finbacks Lat 25.44 Long 174.12

Sunday 2nd

The first part strong winds. Middle and Latter part pleasant at 11 A.M. Spoke the Ship South Carolina of Dartmouth 5 months out 50 lbs. saw the John Adams to the leeward chasing whales.

Lat 24.58 Long 174.00

Monday 3rd

Kept off for the Whales. at 12 part 12 saw the whales. at 1 P.M. lowered awar 2 boats. the Larboard boat fasten to a 30 lbs whale. got him along side and commenced cutting. Middle part rain at 7 A.M. saw more whales lowered but no success so came on board.

Lat 25.00.

Tuesday 4th

Saw a whale to the Leeward but lost the sight of them in the sunbeam. Middle and Latter part strong winds one ship in sight. Lat 25.07

Wednesday 5th

At 2 P.M. finished boiling. Middle and Latter part strong winds and squally. Lat 24.47 Long 174.30

Thursday 6th

All of these 24 hours we have had fresh gales from the Eastward. with a rough sea on.

Lat 25.00

Friday 7th

The first part quite passable weather the Middle and Latter part strong gales. attended with squalls of rain put the Oil between decks.

Lat 24.45 Long 174.20

Saturday 8th

Strong winds and very rugged at 4 P.M. took in the Waste Boat. Latter part more Moderate the South Carolina put to the windward of us.

Sunday 9th

The first and Middle part pleasant Latter part calm. Lat 24.45

Remarks on board. Monday. 10th of June 1839.

The first part calm Middle and Latter part pleasant with a fresh breeze from the Westward at 4 A.M. saw a school of Whales Lowered all the boats. the Waste Boat fastened to a 15th whale but the Iron drewed. the Starboard Boat fastened to another, but the Iron broke. so lost them. so came on board with hard luck.
Lat 25.06

Tuesday 11th

The first and Middle part pleasant Latter part strong winds. employed in mending the Starboard Boat.
Lat 25.07 Long 173.15

Wednesday 12th

Commences with strong winds and squally weather. Middle and Latter part the same. finbacks in sight
Lat 24.53.

Thursday 13th

The first and Middle part fresh breezes. Latter part light winds. 2 ships in sight to the Leeward chasing Whales kept off for them. at Noon saw a Whale ahead.
Lat 25.13

Friday 14th

Got dinner and lowered away. The Starboard boat struck. capsized the the boat and took the line. after some manœuvring the Larboard Boat struck and succeeded in capturing him, at 4 P.M. got him along side and commenced cutting. Latter part calm. Cap Chase of ship George of Fairhaven come on board and spent the day, at Noon got him cut in.

Saturday 15th

Commences with very pleasant weather employed in boiling. nothing in sight but finbacks - in company with ship George

Sunday 16th

The first and Middle part pleasant Latter part strong winds at 6 A.M. finished boiling. the George to the windward of us

Lat 24.47

Remarks on board. Monday 14th of June 1839

Commenced with strong winds. at 4 P.M. spoke Ship George. Capt. Condon. went on board. Middle & Latter part the same with a rough sea on. at 8 A.M. saw a school of Whales off the weather bow at 9, lowered the boats, the Starboard boat struck a 40 bl Whale, but the iron drewed and he went off. so came on board with ^{luck} hard.

Tuesday 18th

The first and Middle part a fresh breeze from the Eastward, at daylight commenced stowing down the Oil. Latter part very pleasant. Lat 25.00

Wednesday 19th

Begins with fair weather the George to the windward of us. at 2 P.M. she saw a school of Whales coming quick to the leeward. Lowered 2 boats the waste boat struck but the iron drewed - after a hard chase. and passing all of the Georgis boats, came on board.

Lat 25.13 Long 173.06

Thursday 20th

The first part pleasant. at 2 P.M. spoke Ship George Capt Chase came on board. Middle & Latter part strong winds attended with frequent showers of rain

Lat 25.34

Friday 21st

All of these 24 hours we have had strong Gales from the Westward. Laying too under a close reefed M. Topsail and Fore Sail 2 Ships in sight. Lat 25.20

Saturday 22nd

The first and Middle part more moderate. Latter part pleasant. the George in sight to the Windward.

Lat 25.09

Sunday 23rd

has been very pleasant with light winds. have been nothing but Finbacks

Monday 24th

All of these 24 hours we have it entirely calm. in company with Ship George

103
Remarks on board. Tuesday. June 26th 1839.

All of these 24 hours we have had it very pleasant
employed in blacking the chains.
Lat. 24. 40.

Wednesday 26th

The first and Middle part pleasant.
Latter part light winds and rainy at
7 A.M. kept her off West Lat 24. 45

Thursday 27th

Commences with rainy weather. Middle
and Latter part pleasant. have seen
nothing but Finbacks

Friday 28th

Has been very pleasant weather.
2 Finbacks in sight. and the George
to the leeward of us
Long 143. 38 Lat 25. 23.

Saturday 29th

Light winds and pleasant. at 7 A.M.
kept her off West. several Finbacks
in sight Lat 25. 18 Long 143. 50

Sunday 30th

60
The first part pleasant steering West
at 4 P.M. spoke Ship George Capt Congo
went on board and spent the evening.
Middle part rainy. Latter part pleasant
at 1/2 past 4 saw a large whale off the
lee bow, lowered the Larboard boat and
struck, at Noon got him along side,
and got ready for cutting.

Monday 1st of July.

At sunset got his body cut in.
at daylight took in his head, and
began to boil. very pleasant weather

Tuesday 2nd

90
The first and Middle part pleasant
at 7 A.M. saw whales lowered in
company with ship George. both got
a whale at noon got ours along side.

Wednesday 3rd

88
Got dinner and commenced cutting
at sunset got him cut cut in. Middle
and Latter part rainy.

Thursday 4th

Has been very disagreeable weather.
at 10 P.M. cooled down, on account of the
rain - put some of the Oil between decks
at noon finished boiling.

104
Remarks on board. Friday. 5th of July. 1839.

The first and Middle part, strong winds
and squally. Latter part pleasant.
Lat 25.04

Saturday 6th.

Commences with fine weather. Middle
and Latter part squally attended with
Thunder & Lightning. Lat 25.35.

Sunday 7th

Begins with fine weather. Middle &
Latter part strong Gales. Laying too.
under a close reefed. Mr. Popsail.

Monday 8th

Commences with strong Gales. Middle
part more moderate Latter part pleasant
Lat 25.09 Long 174.00

Tuesday 9th

Very pleasant. at 3 P.M. saw the Ship
South Carolina to the leeward chasing
whales. Kept off for her, at 4 saw a whale
coming quick to the windward, lowered
the Larboard boat. but could not catch
him, at 6 P.M. spoke her. she has not
seen the spout of a whale since we saw
her last. Middle & Latter part pleasant employed
in stowing down Oil.

Wednesday 10th

All of these has been very pleasant employed
in stowing down. have seen nothing but
Finbacks. and one Ship. Lat. 25.00

Thursday 11th

These 24 hours has been very pleasant.
2 Ships in sight. Lat 25.13. Long 173.30

Friday 12th

Light winds and pleasant. one Ship in
sight and many Finbacks

Saturday 13th

Commences with fine weather. at 4 P.M.
saw spouts to the windward. supposed
them to be Whales. lowered two boats.
but did not see them again so came on
board. Middle & Latter part strong winds.
one Ship in sight. Lat 25.21. Long 173.30

Sunday 14th

The first and Middle part strong winds
and squally. Latter part pleasant.

Remarks on board Monday, July 15th 1839.

105

The first part pleasant Middle & Latter part
strong winds from South East. steering N. E. by N.
Lat 24.35 Long 142.35.

Tuesday 16th

All of these 24 hours we have strong winds
from the Eastward. nothing in sight but
Finbacks Lat 24.40 Long 143.10.

Wednesday 17th

Strong Gales from the East, under (right
single reefed Topsails, many finbacks in

Thursday 18th

A Gale from the Eastward. under
close reefed Topsails. nothing in sight

Friday 19th

Has been much the same as yesterday
under close reefed Topsails

Lat 24.30 Long 145.00

Saturday 20th

Strong winds and squally. under close
reefed Topsails. have seen one Finback
Lat 25.00 Long 146.00

Sunday 21st

Fresh breezes from S.E. and cloudy with
some rain Lat 25.20.

Monday 22nd

The first part pleasant. Middle &
Latter part frequent squalls of rain

Tuesday 23rd

Light winds and rainy. many Finbacks
in sight Lat 24.38 Long 144.50

Wednesday 24th

Has been very pleasant. with a
light breeze from the Northward
a great many Finbacks in sight
Lat 24.43

Thursday 25th

Light winds & pleasant. nothing in
sight but Finbacks. Steering S. E. by N.

Friday 26th

Lat 25.00

The first and Middle part pleasant
Latter part squally nothing in sight

Saturday 27th

The first and Middle part pleasant
Latter part strong winds steering S. E. by E.

Lat 25.30

Remarks on board Sunday July 25th 1839.

Commences with strong winds. Middle and Latter part pleasant nothing seen but Finbacks. Steering N.E.

Lat 24° 45' Long 173° 20'

Monday 26th

These 24 hours we have had pleasant weather. Steering North. have seen several Finbacks.

Lat 23° 41' Long 173° 40'.

Tuesday 30th

The first part pleasant. at sunset hove too. at daylight kept her North. unbent the Main Sail. and mended it. Lat 22° 29'.

Wednesday 31st

The first part strong winds from the Southward. at 5 luffed too. at daylight saw the Island of Coa bearing N.W. made sail and kept off for it.

Lat 21° 24' Long 174° 44'.

Thursday 1st of August.

At Noon the land bearing North got several observations of the Sun and found the Chronometer 50 miles to the Eastward. luffed and stood to the Southward again. at sunset lost sight of the Land.

Friday 2nd

The first part strong winds from the N.E. steering S.W. Middle and Latter part rain.

Lat 24° 00'

Saturday 3rd

All of these 24 hours we have had unpleasant weather with much rain.

Lat 24° 55' Long 175° 02'

Sunday 4th

All of these 24 hours we have had squally weather, attended with Thunder & Lightning. at 8 A.M. kept off by South. Lat 25° 28' Long 174° 54'

Monday 5th

Commences with strong winds from S.W. Middle and Latter part more pleasant steering E. by S. Lat 25° 28' Long 173° 20'

Tuesday 6th

Has been very pleasant with a light breeze from S.W. steering East. several Finbacks in sight.

Lat 25° 07' Long 172° 09'.

Remarks on board Wednesday 7th of August. 1839.

Light winds and pleasant employed in
mending the Fore Topsail. Lat 24. 54'

Thursday 8th



The first part light winds and pleasant
steering N.E. at 8 P.M. saw a school of
Sperm Whales. it being calm, lowered
all 3 boats. but could not get on.

Lat 23. 37' Long 170. 40

Friday 9th

At 5 P.M. came on board. Middle &
Latter part pleasant. saw a Blackfish
and Finbacks, steering N.E.

Lat 23. 04' Long 170. 2

Saturday 10th

Has been very pleasant with a
fine breeze from S.E. steering
N.E. Lat 22. 30.

Sunday 11th

Fine weather and a pleasant
breeze steering to the Northward
Nothing seen but Finbacks.

Lat 21. 25' Long 169. 32

Monday 12th

The first and middle part pleasant
Latter part strong winds steering
North. at noon lowered away the
waste the waste boat for a school
Blackfish but could not catch them

Lat 20. 04' Long 169. 20.

Tuesday 13th

The first part strong winds, steering
North. at 2 P.M. saw a large breach.
at 4 saw Savage Island ahead, dist
30 miles. layed off and on all night.

at daylight we were 8 miles from it.
bearing North. this Island is very level.

at 7 A.M. kept off West. for Oaravoo.
at 11 lost sight of the Land

Lat 19. 20' Long 170. 00

Wednesday 14th

These 24 hours we have had very
pleasant weather steering West.
so ends catching Fish.

Lat 19. 28. Long 172. 00

Remarks on board Thursday. August 15th 1839

These 24 hours we have had a pleasant breeze from the Eastward. Steering Nbr. S. at 4 A.M. luffed too with the Main Yard aback at 5 kept off again. at 8 A.M. saw Vavao bearing N.W. Lat 18° 48' Long 173° 40'

Friday 15th

At Noon spoke the Ship Mescafet of Mescafet came from port yesterday. no more Oil than when we last saw them. — at 2 P.M. saw the harbour of Vavao. tacked off and on all night — at daylight made all sail and stood in for the Harbor. took the pilot and at Noon came to an anchor in 25 fathoms

Saturday 16th

Very pleasant. got off a raft of Water. and some Refreshments.

Sunday 18th

The Larboard watch on Liberty.

Monday 19th

Employed in painting. and blocking the boards

Tuesday 20th

Took a raft of Casks on shore and got off some Beans, &c.

Wednesday 21st

The Starboard watch on Liberty.

Thursday 22nd

Got off a raft of water.

Friday 23rd

The Larboard watch on Liberty and the rest employed in stowing down the water. — painting and getting off Wood.

Saturday 24th

Got off a raft of Water.

Sunday 25th

The Starboard watch on Liberty at Noon the English Ship Cleamoi Capt Barnett. came to an anchor 33 months 1750 lbs.

Monday 26th

The Larboard watch on Liberty.

Tuesday 27th

The Starboard watch on Liberty

Wednesday 28th

Got off a small raft of Water. and making preparations to sail tomorrow.

Remarks on board Thursday August 29th 1839.

At daylight took the Pilot. and weighed anchor. With a fresh breeze from the Eastward at Sunset lost sight of Navaco. ~~remit~~

Friday 30th

Commences with strong winds. at 1 P.M. Tacked Ship and stood in to land a Native. that had secreted himself in the Fore-Hole. Middle & Latter part the same standing half watches.

Saturday 31st

The first and Middle part fresh breezes with rain. Latter part more moderate
Lat 17.35 Long 172.50.

Sunday 1st of Sept.

Commences with strong winds. Middle and Latter part light winds & calm.
Lat 18.13

Monday 2nd

Has been very pleasant. steering by the wind to the Eastward. took in the Waste boat and painted her.
Lat. 18.00 Long. 171.59.

Tuesday 3rd

Much the same as yesterday have seen nothing but a turtle.
Lat 18.37 Long 172.53.

Wednesday 4th

Very pleasant weather with the wind from S.W. standing to the S.E. put out the Waste boat. and turned up the Starboard boat to paint
Lat 19.00. Long 171.05.

Thursday 5th

The first part pleasant. Middle and Latter part strong winds. and squally
Lat. 20.05. Long 169.50

Friday 6th

Commences with strong winds. at Sunset double reefed the Topsails and commenced standing Boat watches.

Saturday 7th

All of these 24 hours we have had strong winds from E.S.E. with a heavy swell on. standing to the Southward
Lat 20.50 Long 171.00.

Remarks on board Sunday. Sept. 3rd 1839.

The first and Middle part strong winds and squally. Latter part pleasant standing to the Southward Lat 22.14. Long 170.50

Monday 9th

The first & Middle part pleasant after breakfast hauled the big Chain on deck, to knock of the rust and Oil it so and thus employed.

Tuesday 10th

These 24 hours we have had light winds attended with frequent showers of rain. Lat 24.30

Wednesday 11th

Strong winds and squally at 1 P.M. kept off W.S. 2. at sunset took in sail and puffed too.

Thursday 12th

The first part strong winds and squally Latter part more moderate. Lat 25.07 Long 174.40

Friday 13th

Much the same as yesterday nothing in sight but birds. Lat 25.06. Long 172.10.

Saturday 14th

The first and middle part rainy. Latter part pleasant. Lat 24.30 Long 172.40

Sunday 15th

Commences with pleasant weather. middle and latter light winds and rainy.

Monday 16th

The first part pleasant Middle part rainy Latter part calm Lat 25.25. Long 174.04

Tuesday 17th

The first and Middle part very pleasant Latter part strong winds steering W.S. several Fairbanks in sight Lat 24.34 Long 175.48.

Wednesday 18th

The first part pleasant Middle and latter part strong winds and squally

Thursday 19th

All of these 24 hours we have had strong Gale. with a very rough sea on. at 4 P.M. spoke Ship *Warbler* of Nant. 9 months 100 lbs. received letters. Lat 25.00.

Remarks on board Friday 20th of September 1839.

Commences with a strong gale from the Eastward at 5 P.M. took in the Fore & Miz Topsails & Fore-Sail. Middle & latter part more moderate. set the Topsails close reefed

Saturday 21st

These 24 hours we have been laying too under close reefed Main Top-sail & 3 Staysails.

Sunday 22nd

The same as yesterday. at 8 A.M. the wind increased. almost to a hurricane. took in the Waste Boat. and raised the Starboard one to the davit heads. at Noon began to moderate Lat 26.46 Long 148.08

Monday 23rd

The first & Middle part more Moderate latter part foggy. set the Topsails reefed

Tuesday 24th

Strong winds from the Southward put out the Waste boat. and kept off S.E. Lat 26.35 Long 145.00

Wednesday 25th

The first part pleasant steering S.E. Middle and Latter part strong winds. Lat 26.17

Thursday 26th

All of these 24 hours we have it very pleasant. steering S.E.

Friday 27th

Commences with pleasant weather took down the Foresail and mended it. and bent another Foresail. Lat 145.12 Lat 24.40

Saturday 28th

Has been very pleasant standing to the Southward with all sail set. Lat 25.00 .. Long 145.00

Sunday 29th

The first part pleasant Middle & latter part strong winds from S.E. Lat 25.25 Long 145.23.

Monday 30th

The first and Middle part pleasant Latter part rainy employed in making Paddles.

Remarks on Board Tuesday the 1st of October.

Commences with thick rainy weather
Middle & Latter part pleasant with the
wind from N. W. steering East.

Lat 25.33 Long 175.15.

Wednesday 2nd

Commences with light winds and cloudy
Middle & Latter part the same.

steering E by S. Lat 25.00 Long 174.30

Thursday 3rd

Much the same as yesterday nothing
in sight. Lat 24.50 Long 174.00

Friday 4th

Light winds and calm - working
to the Eastward. have seen one Furibach.

Lat 24.33 Long 173.00

Saturday 5th

Light winds and pleasant nothing
in sight. Lat 24.30 Long 172.05

Sunday 6th

Most all of these 24 hours it has nearly
calm steering East. Lat 25.10 Long 170.00

Monday 7th

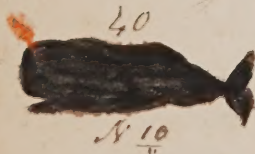
The first and middle part light
winds Latter part a strong breeze from
N. W. steering East. Lat 25.40 Long 168.

Tuesday 8th

Commences with strong winds and
rain Middle & Latter part pleasant
steering East saw a school of Porpoises

Lat 26.05 Long 166.45.

Wednesday 9th



Commences with light winds & calm
at 3 P.M. saw a school of Sperm Whales
lowered boats the Starboard boat struck
at 6 P.M. got him along side, at daylight
commenced cutting. Lat 25.40 Long 166.

Thursday 10th

At Noon got him cut in, and commenced
boiling. Middle & Latter part light wind
and calm. Lat 25.30 Long 165.05

Friday 11th

Very pleasant. employed in boiling
Lat 25.26 Long 165.10

Saturday 12th

At sunset finished boiling. Middle and
latter part pleasant steering East.
Lat 25.10 Long 164.40.

25. Remarks on board Sunday 13th of October 1839

N-11

The first and Middle part calm. at 6 A.M. saw a school of sperm Whales. Towed all the boats. The Larboard boat struck. at 11 got him along side and commenced cutting.

Monday 12th

At 2 P.M. got him cut in Middle & Latter part strong gales from the Southward steering East. Lat 25.15 Long 151.00

Tuesday 15th

The first and Middle part much the same. steering East & standing half watches Latter part more moderate commenced boiling. Lat 25.00 Long 150.00.

Wednesday 16th

The first and middle part moderate at midnight finished boiling Latter part strong winds & squally steering North. Lat 23.12 Long 154.00

Thursday 17th

The first and Middle part a strong breeze from S.E. steering North. at 3 A.M. luffed too and stowed the Oil down so ends blowing a gale of wind. Lat 22.24. Long 158.30.

Friday 18th

The first and Middle part strong gales laying too. at 7 A.M. kept off North. Lat 22.00 Long 154.03.

Saturday 19th

All of these 24 hours we have had it cloudy with strong winds from S.E. at 3 P.M. saw the Island of Rotatonga bearing N.N.W. lar off on. all night at 9 A.M. spoke ship Martha. Fair Haven 350 lbs. at 11 A.M. sent a boat on shore & got a boat load of Potatoes.

Sunday 20th laving off on. one boat on shore.

Monday 21st

Got off a raft of excellent water.

Tuesday 22nd

Got off 2 boat loads of Potatoes and an old boat which cost 15%. & 1 boat load of wood

Wednesday 23rd

At 4 P.M. the Capt came on board & double reefed the Topsails and kept her N.E. & bought 30 lbs of Potatoes at 2 pence of cotton cloth a lb. and other things at the same rate, a fine set of Pegs and a fine place, "

Remarks on board Thursday 24th of October 1825

Commenced with strong winds from the Southward at 10 A.M. saw the Island of Pheboestuche bearing N.E. by E. at 4 P.M. got up with the land sent a boat on shore with the intention of getting Yams. but found every thing so dear. came on board made all hail and kept her
S.E. Lat 19.04 Long 159° 46 west.

Friday 25th

The first part pleasant Middle & Latter part rainy steering S.E.

Lat 16.59 Long 159.35.

Saturday 26th

These 24 hours has been very pleasant with light winds and calm. Saw a finback
Lat 15.00.

Sunday 27th

The first & Middle part calm Latter part a light breeze from the Eastward steering N.E. sent up the Fore & Miz. Top-gallies and and put over a new Gib star.
Lat 15.28.

Monday 28th

Light winds & calm nothing in sight

Tuesday 29th

The first & Middle part squally the Latter part calm, rigged out the Fly. Lib. for
Lat 12.36

Wednesday 30th

Commenced with light winds & calm steering North. Went a new Spanker &c.
Lat 12.37 Long 158.34.

Thursday 31st

Light winds & calm all hands in swimming. Middle & Latter part squally. at 1 A.M. had a very heavy squall settled down Topsails & Top Gallies. Lat 11.28 Long 158.48

Friday 1st of November.

Commenced with light winds from E.N.E. steering to the Northward employed in mending the Main Top-sail.
Lat 9.40 Long 159.14.

Saturday 2nd

The first part pleasant Middle & Latter part the same employed in mending the Main Top-sail. at 9 P.M. saw a school of Sperm Whales astern of us having run over them with the ship. lowered all 3 boats but no success.

Remarks on board Sunday 3rd of November 1834.

The first part squally middle & latter part pleasant. Lat 9° 34' Long 158° 50'

Monday 4th

Commences with a fine breeze at 1 P.M. saw a school of Whales. Towed 2 boats chased them, and at 6 P.M. came on board. no success. Lat 8° 56' Long 158° 41'

Tuesday 5th

All of these 24 hours we have a fine breeze from S.E. at 9 A.M. saw white matter, hoped for it, but saw nothing more of it.

Wednesday 6th

Lat 9° 04'

The first part calm. Middle & latter part light winds. standing to the S.E. at daylight saw Pomorie Island bearing E.S.E. Dist. 20 miles. Lat 8° 34' Long 158° 00'

Thursday 7th

The first & middle part pleasant latter part squally. Steering S.E. Employed in mending an old boat. Lat. 6° 34' Long 156° 34'

Friday 8th

Commences with squally weather. Middle & latter part strong winds. Lat 5° 18'

Saturday 9th

The first and middle part strong winds & squally. Latter part pleasant nothing seen but Porpoises. Lat 4° 06' South.

Sunday 10th

These 24 hours it has been very pleasant. Steering to the Northward saw a Finback. Lat 2° 46' Long 154° 24'

Monday 11th

Light winds & pleasant. Nothing seen but Grampuses. Employed in mending a boat. Lat 11° 18' S.

Tuesday 12th

Such the same as yesterday saw the same as a school of Blackfish at daylight tacked ship. Lat 4° 00' South.

Remarks on board Wednesday 13th of November

Light winds. and very pleasant at daylight
Kept off N. N. W. Lat 31 miles South

Thursday 14th

Much the same as yesterday saw
a school of Porpoises.
Lat 1.20 Long 178.00.

Friday 15th

Pleasant. with a light breeze from
S. E. at daylight kept off N. N. W.
saw a school of Blackfish & a Finback
Lat 40 miles S. 178.40.

Saturday 16th

The first part pleasant steering West
at sunset huffed too. at daylight
kept off West at 10 P. M. saw Jarvis
Island bearing N. N. W.
Lat 26 miles Long 159.50

Sunday 17th

At 2 P. M. got up with the Land. lowered
a boat with the intention of landing
but found it rather difficult so came
on board. after shooting several Boobys
kept off West Lat 22 m Long 160.8

Monday 18th

A fresh breeze from S. E. at 4 P. M. saw
several Finbacks. at sunset huffed too
Middle & Latter part pleasant
Lat 48 miles S. Long 160.3

Tuesday 19th

The first & Middle part pleasant
Latter part squally employed in varnishing
the Masts and blocking the chains.
Lat 2.03 Long 160.15

Wednesday 20th

Commences with strong winds. middle
& latter most pleasant. nothing seen
but Porpoises. Lat 2.33.

Thursday 21st

Very pleasant standing the Northward
Lat 22 miles South

Friday 22nd

At 4 P. M. saw Finbacks. at daylight
Kept off S. W. employed in setting up
the rigging Lat 160.50

117

Remarks on board Saturday 23rd of November.

The first part employed in setting up the rigging. Middle part pleasant. Latter part raining. Saw a school of Killers. Lat 2.40 Long 162.

Sunday 24th

Much the same as Yesterday saw a Finback employed in varnishing and blacking the chains. Lat 2.00 Long 163.40

Monday 25th

Very pleasant nothing in sight but Porpoises & Finbacks.

Tuesday 26th

Lat 1.44 Long 164

Very pleasant Spoke Ship Peruvian of Nantucket 40 months out 1500 tons at 9 A.M. spoke her again. They had seen Whales early in the Morning going quick to the windward. Saw nothing more of them.

Wednesday 27th

Saw Finbacks & Blackfish. the weather the same as yesterday

Thursday 28th

At 4 P.M. gammed with Peruvian Latter part saw Finbacks.

Lat 2.15 Long 165.

Friday 29th

The first part saw Finbacks. Middle & Latter part pleasant employed in mending the Main sail. Lat 1.40 Long 164.50

Saturday 30th

Pleasant, at 4 P.M. saw a school of Sperm Whales going quick to the windward. Looked two boats but could not catch them. so came on board. Lat 22 miles South Long 175.2

Sunday the 1st of December

Commences with pleasant weather. nothing in sight but Finbacks & Porpoises.

Lat 1.48 Long 175.25.

Monday 2nd

Much the same as yesterday. employed in making Pumpen. Saw several schools of Porpoises.

Lat 1.20 Long 174.2.

Remarks on board Tuesday 3rd of Dec 1839

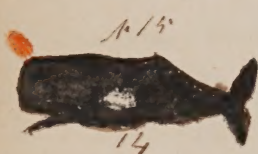
Commenced with very pleasant weather
saw Finbacks & Porpoises.

Lat 1.40 Long 195

Wednesday 4th

At Noon saw 7 whales ahead.
after dinner lowered all 3 boats. The Waste B
struck one and dragged another. The Larboard
struck but dragged. and Starboard struck one
saved 3 with made us 35 bls at sun down.
got them cut in. at daylight commenced
boiling.

Thursday 5th



The first & Middle part employed
in boiling at 11 A.M. saw more whales
after dinner lowered all 3 boats the Larboard
boat struck one and the school went
off. at sundown got him cut in. and
at daylight commenced boiling.

Friday 6th

Lat 1.19 Long 184.40

Pleasant nothing in sight but Blackfish

Lat 1.00 Long 185.

Saturday 7th

Strong winds standing to the Southward
saw 1 school of Blackfish.

Sunday 8th

Much the same as yesterday nothing
in sight but Finbacks & Porpoises

Monday 9th

Strong winds from N.E. steering
East.

Tuesday 10th

Pleasant with a light breeze from
N.E. saw Finbacks & Porpoises

Lat 1.20 Long 188.

Wednesday 11th

Much the same as yesterday
nothing in sight but Blackfish.

Thursday 12th

Stowed the oil down which choked
off the Main Hole. saw Finbacks

Lat 2.15

Friday 13th

Nearly calm lowered one boat after
a school of Blackfish but could
not get on so came on board -
employed in turning up the
Lackey

Lat 1.25 Long 188.15

Remarks on board Saturday 14th of December

Commences with pleasant weather nothing in sight but Porpoises

Lat 1.45 Long 158.43

Sunday 15th

The first part pleasant. Middle part rainy. Latter light winds.

saw a Finback Lat 1.40 Long 158.

Monday 16th

Much the same as yesterday nothing to be seen but one Finback

Steering N.W. Lat 1.20 Long 158

Tuesday 17th

Very pleasant. Steering N.W. saw Finbacks & Porpoises Lat 40 miles Long 157.33

Wednesday 18th

Light winds & Pleasant nothing to be seen but Finback

Thursday 19th

Lat 1.00
Saw Blackfish & Porpoises

Lat 1.24 Long 157.15

Friday 20th

The first part strong winds at Sunset saw a large Breck ahead. at daylight saw a school of Sperr Whales ahead Lowered all 3 boats the Waste Boat struck. also the Larboard Boat, got them along side. at 2 P.M. got them cut in. Lat 1.25

Saturday 21st

Middle part strong winds. single reefed the Top sails. at daylight commenced boiling.

Sunday 22nd

Strong winds at 10 P.M. finished boiling. Middle & Latter part the same. Lat 1.15 Long 157.18

Monday 23rd

Much the same as yesterday at 4 P.M. spoke Ship Susan of Sautucket 26 months out. 14.00 lbs

Tuesday 24th

Strong winds. Nothing in sight but Porpoises. & the Susan
Lat 1.20 Long 157.40

Remarks on board Wednesday 25th of Dec

Commences with fresh breezes, at 5 P.M. spoke the ship Wilmington Liverpool Packet of New Bedford 25 months 1400 lbs.

Thursday 26th

Pleasant. 2 ships in sight. S. Porpoise

Friday 27th

Middle & Latter part strong winds at 9 P.M. ran of for a breech. but saw nothing more.

Lat 1. 12 Long 168. 50

Saturday 28th

Strong winds & squally, under double reefed Topsails. at 5 P.M. spoke ship Susan.

Sunday 29th

At 4 P.M. saw a school of Sperm. Whales lowered all 3 boats. The Waste boat struck, also the Starboard boat. at 10 P.M. got them along side Middle & Latter part strong winds the Susan to the windward of us

Monday 30th

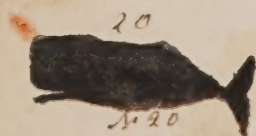
Commences with strong winds & very rugged under double reefed Topsails at 11 P.M. finished bailing.

Lat 1. 12 S Long 169. 15

Tuesday 31st

Strong winds with a rough sea on

Wednesday 1st of January 1840.



Commences with strong winds; at Noon saw a school of Whales lowered 2 boats. The Waste boat struck one, and the rest went off. got him along side & commenced cutting



saw more whales lowered the Starboard boat & struck one. at sundown got him along side. at midnight one of the fluke ropes parted, lowered 2 boats and found him a mile & 1/2 to the windward. at 3 A.M. got along side again, and at daylight commenced cutting at 9 got them cut in, and began to boil.

Remarks on board Thursday 2nd of January 1840

Commences with strong winds under double reefed Topsails. at 4 P.M. finished boiling. Nothing in sight. Lat 1.05 Long 158.30

Friday 3rd

The first part strong winds & clouds
 Latter part light winds & pleasant
 Lat. 0.41 Long 158.40

Saturday 4th

Strong winds & pleasant. at day light broke out the Fore Hole, and stowed down the Oil Lat 1.00

Sunday 5th

Employed in stowing off the fore Hole at Noon saw a school of Whales lowered the boats. but did not see them again so came on board
 Lat 0.54

Monday 6th

Commences with pleasant weather at 4 P.M. saw more Whales. Lowered all 3 boats the Waste boat struck a 25th whale. at 5 got him along side & kept off for the other boats at sun down they struck. the starboard boat's line parted, and at 8 took the other whale along side. at daylight commenced cutting. at 9 P.M. got them cut in and began to boil.

Tuesday 7th

Strong winds & pleasant. employed in boiling. saw breaches.
 Lat 10 miles Long 140.15

Wednesday 8th

Pleasant at 4 P.M. saw a Ship nothing more in sight. employed in setting up jibes. Lat 1.00

Thursday 9th

Commences with pleasant weather. with all sail set. one Ship in sight.

Lat 1.15 Long 140.40

Friday 10th

Very pleasant mended the Fore Tipt and mended it. Nothing in sight.
 Lat 1.20 Long 141.5

Remarks on board Saturday 11th of January.

Commences with pleasant weather at 4 P.M. spoke the ship Linnal, C. Rickwood of N. Bedford. 25 months 2050 bbls.

Sunday 12th

Very pleasant with all sail set
Nothing in sight

Lat 1.18 Long 171.40

Monday 13th

begins with pleasant weather at 5 P.M. saw a school of Whales, lowered the boats, but could not get on. at Sundown came on board. Latter part employed in stowing down the oil



Tuesday 14th

At 4 P.M. saw Whales going quick to the leeward the boats but lost the run of them at sundown came on board

Wednesday 15th

Strong winds & squalls nothing in sight. Lat 1.20 Long 171.50

Thursday 16th

Very pleasant with all sail set. At 7 A.M. saw a school of to the Windward lowered all 3 boats but did not see them again at noon came on board.

Lat 1.00 Long 172.10

Friday 17th

Fine weather saw a Ship boiling at 2 P.M. spoke the Charles Drew of New Bedford 17 months 600 bbls

Saturday 18th

Commences with pleasant weather at 7 A.M. saw a school of Sperm Whales. lowered the boats the Larboard boat struck a 15 lb one and the rest went to the Windward

Lat 20 miles S Long 173.

Sunday 19th

At daylight commenced boiling saw a School of Whales to the leeward and a Ship in chase of them at 10 A.M. lowered all of the boats and they all 3 struck. at 8 in the evening got them cut on the Charles drew to the leeward of us cutting 2 whales.

15.

N 24

N 25

N 26

N 27

20

123

Remarks on board Monday 20th of January 1840

Middle & Latter part strong winds
employed in boiling. 5 ships in sight
Lat 2 miles South,

Tuesday 21st

Commences with pleasant weather
employed in boiling middle & Latter
part the same the Charles Drew in
sight to the leeward of us
Lat 50 miles

Wednesday 22nd

The first and middle part
light winds & pleasant. Latter strong
winds nothing in sight but British

Thursday 23rd

The first & middle squally
Latter part pleasant at 3 P.M.
spoke ship South Carolina 300 lbs
at 5 P.M. saw whales lowered the
boats. but it being so late came on
board. Lat 30 miles Long 173.30

Friday 24th

The first & Middle part squally
with rain. at 11 A.M. saw a spout
but could not determine what it was
Lat 2 miles North.

Saturday 25th

Pleasant nothing in sight.
employed in cooping at 4 P.M.
spoke ship South Carolina.
Lat 1.30 Long 174.05.7.

Sunday 26th

Commences with light winds & calm
in company with Carolina.
Lat 1.00 Long 174.00

Monday 27th

The first & Middle part pleasant
Latter part squally, employed in
stowing down the Oil. In the
Afternoon.

Tuesday 28th

All of these 24 hours have been
very pleasant. nothing in sight
Lat. 00.25 Long 174.50

124
Remarks on board Wednesday, 29th Jan. 1840

Commenced with pleasant weather. at
6 A.M. saw a school of whales going north
to the windward. Lowered the boats
but could not gain on them, so came
on board. 1 Ship in sight
Lat. 00. 3 Long 175. 17

Thursday 30th
Pleasant. 1 Ship in sight
Lat 00. 30 Long 175. 25

Friday 31st
The first part pleasant. at 6 P.M.
called spoke the Carolina. They had seen
New Nantucket Island to the windward Dist. 40 m
in the Lat of 13 miles S. Long 175. 45

Saturday 1st of February
Commences with pleasant
weather. at 3 P.M. tacked Ship and
stood to the Southward. nothing in
sight. so adieu to the line for the
present. Lat Long

Sunday 2nd
Commences with strong winds and
squally. nothing in sight. Commenced
standing Saff. Tackles. with all sail
set standing to the S.E. Lat 2. 50 Long 175. 0

Monday 3rd
The first & middle part pleasant breeze
from S.W. standing to the South East
at 10 P.M. tacked to Northward to avoid
Archer's Island. Lat 3. 38 Long 174. 28

Tuesday 4th
Strong winds & squally headed on the
wind S.E. by E. nothing in sight but a
great number of birds Lat 4. 28 Long 174.

Wednesday 5th
Breeze the same as yesterday standing
S.E. with all sail set
Lat 5. 05 Long 173. 11.

Thursday 6th
All of these 24 hours we have had
light winds. and pleasant standing
to the S.E. Lat 7. 09 Long 172. 43

Friday 7th
Light winds & very pleasant. nothing
in sight.
Lat 7. 10 Long 172. 15.

Remarks on board Saturday the 8th of February

Commences with light winds and very pleasant. employed in blacking the chains with the wind from the N.E.

Lat 7.08 Long by Chron 141.55

Sunday 9th Obs 143.13

Begins with light winds & variable weather. Middle squally with Thunder & Lightning. Handed the Top. Calient. Sail. Steering East

Lat 7.39 Long 141.9. W.

Monday 10th

The first part calm. Middle part squally. Latter part pleasant with the wind from S.E. Lat 7.54 Long 142.30

Tuesday 11th

Most of these 24 hours it has been entirely calm. Nothing in sight.

Lat 7.25 Long 142.

Wednesday 12th

The first part calm Middle part squally with rain. Latter part strong winds from the Northward, steering East.

Lat 7.45 Long 140.

Thursday 13th

The first part squally. Middle & Latter part rainy with the wind from N.W. steering East

Lat 8.00 Long 138.

Friday 14th

These 24 hours we have had a light breeze from the Westward steering East.

Lat 7.57 Long 138.5

Saturday 15th

The first part pleasant. Middle part squally. Latter part calm

Lat 7.28 Long 137.28

Sunday 16th

Commences with squally weather Middle and Latter part rainy with a light breeze from the N.E.

Lat 8.00 Long 136.30

Monday 17th

All of these 24 hours we have had strong winds & squally weather. at 10 P.M. split the Bit, took it in and bent another. Steering E.S.E.

Lat 8.55 Long 135.

Remarks on board Tuesday 18th of February 1820

All of these 24 hours we have had strong winds from the Northward, steering S. E. & Lat 9. 50 Long 153. 20

Wednesday 19th

The first part strong winds and squally. Middle & Latter part light winds & pleasant. Steering E. S. E. Lat 10. 54 Long 152. 15

Thursday 20th

The first & middle part light winds & pleasant. Latter part squally. employed in clearing up the Fore-Hole Lat 12. 04 Long 151. 41

Friday 21st

The first & Middle part light winds. Latter part strong winds & squally. Lat 12. 44 Long 150. 40

Saturday 22nd

The first & middle part strong winds & pleasant. Latter part squally. with the wind from N. E. Lat 13. 48 Long 159. 00

Sunday 23rd

These 24 hours we have light winds & pleasant. Lat 14. 20 Long 159.

Monday 24th

All of these 24 hours we have had light winds & squally weather, with rain, steering East Lat 14. 50 Long 158. 30

Tuesday 25th

Pleasant with light winds from N. E. steering S. E. Lat 15. 10 Long 157. 40

Wednesday 26th

Commences with pleasant weather. Middle part a light breeze from the S. W. with Thunder & Lightning attended with rain. Latter part pleasant steering South Lat 16. 32 Long 157. 30

Thursday 27th

These 24 hours we have had a strong breeze from S. E. steering South. At Noon kept off N. S. W. Lat 18. 33 Long 158. 00

Friday 28th

Strong winds & squally. steering N. E. at daylight saw the Island of Whittacke, at 4 P. M. sent a boat on shore and got some Jams & Potatoes

Saturday 29th of February 1840.

Commences with squally weather. Laying off & on, at noon got off a boat load of Potatoes & Yams.

Sunday 1st of March.

Commences with squally weather at 5 P.M. got off with a boat load of Potatoes. Made sail, and kept off south for Rotatonga, with the Missionary's son as passenger.

Monday 2nd

The first part strong winds & squally. Middle & Latter part calm. nothing in sight. Lat 20° 21' Long 159° 59'.

Tuesday 3rd

The first & Middle part calm and pleasant. Latter part strong winds from the S.E. standing by the wind to the Eastward. Lat 22° 22' Long 159° 15'.

Wednesday 4th

The first & Middle part strong winds from S.E. at daylight saw the Island of Rotatonga bearing S.E. dist 30 miles. Lat 22° 30' Long 159° 28'.

Thursday 5th

These 24 hours we have light winds & calm at daylight saw the land off of the weather bow, dist 18 miles, after breakfast the Capt. went on shore with the Missionary's son.

Friday 6th

Got off 2 rafts of watered and stowed it away. Light winds pleasant.

Saturday 7th

Very pleasant. got off 2 boat loads of wood, & 50 lbs of Potatoes & 3 hogs.

Sunday 8th

Light winds & calm. the Capt and boats crew on shore.

Monday 9th

The Larboard boats crew on Liberty. got off Oranges & Potatoes — and a large Bullock a present from the Missionary.

Tuesday 10th

The first & Middle part pleasant. Latter part rainy. The starboard boats crew on Liberty. got off a boat load of wood.

138
Remarks on board Wednesday 11th of March 1840.

The first & Middle part pleasant at 5 P.M.
came on board and kept off P.M. for N. Zealand
With the wind from N.W.

Thursday 12th

These 24 hours we have had strong winds
from S.E. steering S.W. - sent in the
The Gibbons - and Fore Top Gallant - Yard bent
the Stay. Tails. &c. Lat 23.40 Long 151.00

Friday 13th

The weather much the same as yesterday
under double reefed Topsails. killed the
Bullock, and sent down the Miz. Top Gallant
mast Lat 23.25 Long 153.00.

Saturday 14th

Strong winds from S.E. steering S.W.
nothing in sight. Lat 25.20 Long 154.30

Sunday 15th

These 24 hours has been pleasant with strong
winds from S.E. steering S.W.
Lat 26.07 Long 155.40

Monday 16th

The first & Middle part strong winds
& squally Latter part pleasant with the
Main Top - Gallant sail out. Lat 28.00 Long 159

Tuesday 17th

These 24 hours we have had strong
winds & pleasant weather. all sail set
unbent the Mainsail and mended it
Lat 23.50 Long 171.12

Wednesday 18th

40 Commences with fine weather employed
in mending the Mainsail at 8 A.M. saw
a school of Sperm. Whales lowered all 3
boats. the Larboard & Waste boat struck
at noon Got them along side and
commenced cutting.

Thursday 19th

Lat 29.12

pleasant at sunset got the body's and
one head in. and commenced boiling after
breakfast took in the other head

Lat 29.30 Long 172.40

Friday 20th

Strong gales from the Eastward employed
in boiling. under a close reefed M. Top sail
& Foresail

129

Remarks on board Saturday 21st of March 1840

Commences with a strong gale from the East at 6 P.M. took in the Foresail & put the Abetween decks. Latter part much the same

Sunday 22nd

All of these 24 hours we have ^{been} laying to under a close reefed Main Top-sail, and having took in the Waste Boat. &c with the wind from N.E. Lat 30. 20 Long 141. 40

Monday 23rd

The first part strong Gale. Middle & Latter part more moderate, set the Top-sail double reefed & put out the Waste Boat. Lat 31. 10 Long 142. 00

Tuesday 24th

Commences with light winds and pleasant took the Oil on deck and Coopered it steering North Lat 31. Long 142

Wednesday 24th

Very pleasant with a light breeze from S.W. stowed the Oil down in the After Hold Lat 30. 20 Long 142. 11

Thursday 25th

Light winds & pleasant with all sail set. standing to the S.W. nothing in sight Lat 29. 28

Friday 26th

Commences with strong winds. Middle & Latter part Squally. Lat 30. 00

Saturday 27th

Strong winds & rainy, under double reefed Top-sail. Lat 30. 10 Long 143. 13

Sunday 28th

Commences with strong winds and pleasant standing to the Westward Lat 30. 15 Long 144. 05

Monday 30th

Light winds & pleasant with all sail set. nothing in sight. Lat 29. 40 Long 144. 00

Tuesday 31st

Very pleasant, but nothing sight but birds, with a light breeze from S.E. steering West Lat 30. 35 Long 144. 20

130
Remarks on board Wednesday 1st of April 1840

Commences with very pleasant weather
steering West. nothing in sight but Porpoises
Thursday 2nd

The first part calm. middle &
latter part light winds from the Southward
steering West.

Friday 3rd

Commences with pleasant weather.

At 4 P.M. saw a Finback nothing more in
sight. ~ ~ steering West

Lat 30. Long 144.50

Saturday 4th

Light winds from the Southward and
very pleasant. employed in making
a Lathe. Lat 29.50 Long 145.00

Sunday 5th

These 24 hours it has been entirely
calm. nothing in sight. Lat 29.40

Monday 6th

Light winds from the Southward
steering S.W. nothing in ^{sight} grampses
Lat 30.10

Tuesday 7th

All of these 24 hours it has been
nearly calm employed in mending
sails. saw grampses Lat 30.40

Wednesday 8th

These 24 hours it has been entirely
calm. at Noon saw a school of Sperm
Whales. got dinner. and lowered all 3
boats. the Starboard boat struck a whale
but the crew drewed. and they went off.
chased them until sundown and came
on board Lat 30.20 Long 146.10

Thursday 9th

The first part pleasant at 5 P.M.
spoke Ship Cherokee of Sydney 5 Mins
50 Dr. had seen no Whales for 2 months.

Friday 10th

The first part very pleasant. Middle
and latter part strong winds from E.S.E.
Lat 29.40 Long 145.50

Saturday 11th

1. Commences with strong winds from N.E.
under double reefed topsails, nothing in
sight Lat 30.10 Long 146.10

131 23

Remarks on board Sunday 12th of April. 1840.

Commences with strong Gales from the E.
under close reefed Topsails, nothing in sight
Lat 30. 38 Long 176. 40

Monday 13th

All of these 24 hours we have layed
too under a close reefed Main Top-sail
with very unpleasant weather

Tuesday 14th

The first & Middle part more Modder
Latter part pleasant. saw a school
of Blackfish. Lat 30. 20

Wednesday 15th

These 24 hours has been entirely
calm, nothing in sight. Employed
in mending the Main Top. Gallies
sail Lat 30. 15 Long 176. 20

Thursday 16th

Commences with light winds
and pleasant weather, nothing in
sight but blackfish

Friday 17th

These 24 hours has been very pleasant
nothing in sight but Blackfish
& Steering N. E.

Saturday 18th

Much the same as yesterday
saw Blackfish and pieces of squid

Sunday 19th

Commences with very pleasant
weather, at daylight saw a school
of whales. Toward all 3 boats
the Waste^{boat} struck an 85 lb Whale
at Noon got him along side, and
commenced cutting Lat 29. 40

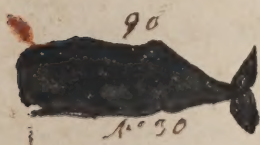
Monday 20th

B. B. Fin
Very pleasant at 10. A. M. got him cut
in, and commenced boiling.

Tuesday 21st

Commenced with light winds
and pleasant weather, employed
in boiling & mending the Starboard
boat, having got her stowed the
last whale.

Lat 30. 12 Long 175. 40



Remarks on board, Wednesday, April 22nd

The first & Middle part light winds & cloudy. Latter part rain. at Noon finished boiling, and put the Oil between decks. Lat 30.

Thursday 23rd

All of these 24 hours has been thick and rain. furled the Fore & M^y Topsails and lay to, Lat 29.50 Long 174.40.

Friday 24th

The first part rain middle & Latter part pleasant. have seen nothing but a finback. ~ Steering N^y East.

Saturday 25th

Commences with pleasant weather Middle & Latter part rain. Steering North. Lat 29 Long 174

Sunday 26th

The first part rain. Middle and Latter part strong winds from S.E. Steering North.

Monday 27th

Begins with pleasant weather Middle & Latter part strong winds and rain. Lat 28.40

Tuesday 28th

The first & middle part light winds & calm. nothing in sight. standing to the Northward.

Wednesday 29th

These 24 hours we have had strong winds from N.W. under single reefed Topsails steering North, nothing in sight but 2 Finbacks.

Thursday 30th

Commences with strong winds middle & Latter part pleasant took up the oil from between decks. Lat 27.

Friday 1st of May

Commences with pleasant weather at daylight saw a school of sperm Whales. hove to all 3 boats the Larboard boat struck a 50th Whale but the iron drew and he went off it being very smooth & calm, gave up the chase. at Noon got on board

Remarks on board Saturday May 2nd 1840.

The first part calm & rainy Latter part pleasant employed in stowing down the Oil. at 4 P.M. saw more whales, lowered 2 boats, but it being so late, came on board, no success. Lat 20. Long 134.30

Sunday 3rd

The most of these 24 hours has been entirely calm. at Noon saw a lone Whale lowered 2 boats, but could not get near him so came on board, with hard luck.

Monday 4th

Commences with pleasant weather Middle & Latter part thick & rainy at daylight saw a large whale lowered 2 boats at 3 P.M. the Larbour boat struck, but it coming up squally and dark, was obliged to cut after giving him several lances, at 7 in the evening got on board, in hopes tomorrow to find him dead.

Tuesday 5th

The first & Middle part thick and rainy. Latter part pleasant at daylight saw more whales to windward lowered 2 boats after chasing them, 3 hours with no success caught ~~first~~ of the dead whale. at 4 P.M. got him along side and commenced cutting. Lat 24.20 Long 134.30

Wednesday 6th

These 24 hours we have had strong winds & squally weather, employed in cutting at sunset got him cut in. ~~commenced~~ and commenced boiling

Thursday 7th

Strong winds & squally. employed in boiling. Lat 25.30

Friday 8th

Much the same as yesterday, at 10 P.M. finished boiling, and put the Oil between decks

Saturday 9th

Commences with strong Gales from N.E. took in the Fore Sail & Waste boat, and lay too

124
Remarks on board Sunday 10th of May 1840

Commences with strong Gale from E. S. E.
Laying too under a close reefed Topsail.
nothing in sight.

Monday 11th
Commences with pleasant weather
Stowed down 20 tbs of Oil in the Fore
Hole Lat 25.50 Long 174.30

Tuesday 12th
These 24 hours has been very pleasant
steering North. nothing in sight
but a large shoal of fish around the ship

Wednesday 13th Lat 25.40
Commences with light winds &
pleasant weather employed in
stowing down the Oil in the Fo. Hole
Lat 25 Long 174.

Thursday 14th
Begins with pleasant weather
Middle & Latter part strong winds
& squally. nothing in sight. Lat 25.30

Friday 15th
These 24 hours has been pleasant
but nothing in sight. Steering S. W.

Saturday 16th
Commences with strong winds &
pleasant weather. Middle and
latter part the same. saw one
Finback. Lat 24.40 Long 173.30.

Sunday 17th
These 24 hours has been much the
same as yesterday. nothing in sight
Lat 25.00 Long 174.

Monday 18th
Commences with strong winds & cloudy
Middle and Latter part rainy.

Tuesday 19th
Begins with strong winds, at Noon
spoke Barque Coral of N. Bedford 12 mens
400 Whale 300 Sperm.

Wednesday 20th
These 24 hours we have had strong
winds and pleasant at 4 A. M. spoke Ship
Faspee of Fair Haven 8 months out 400 Sperm
& 300 Whale Lat 24.54 Long 174.20

Remarks on board Thursday 24th of May 1840

Commences with strong winds & squally, saw the Jasper going before the wind. Also several Finbacks.

Friday 25th

Commences with pleasant weather Middle & latter part strong winds & squally
Lat 24. 40 Long 17. 5

Saturday 26th

Strong winds & squally, under close reefed Topsails. at 4 P.M. saw a breach

Sunday 27th

These 24 hours we have had strong winds & rain, hauled the Topsails & Foresail and Lay too. Lat 25

Monday 28th

The first part more more moderate Middle & latter part pleasant Hailing E by South.

Tuesday 29th

These 24 hours we have had pleasant weather, at sundown spoke the Jasper, have seen nothing since we saw them last

Wednesday 30th

N 32

Very pleasant, at 8 P.M. saw a school of Sperm Whales, lowered 2 Boats the Starboard & Waste boat each struck a 25 lb Whale at 9 P.M. got them along side & commenced cutting at sundown got one cut in. Lat 24. 42 Long 17. 18

Thursday 31st

These 24 hours has been pleasant at daylight commenced cutting the other whale at 10 A.M. got him cut in & commenced boiling. 2 sails in sight Lat 25 Long 17. 22

Friday 1st

Employed in boiling, at daylight saw a Whale close to the ship Lowered the Starboard boat and fastened to him at 10 A.M. got him along side, saw the Jasper to Windward boiling

Lat 24. 30 Long 17. 56

saw another Whale lowered 2 boats but could not catch him so came on board

Remarks on Board. Saturday the 30 of May

These 24 hours we have had pleasant weather. employed in boiling.

Sunday 31st

At daylight commenced cutting in the whales. at sundown got him cut in 2 sails in sight.

Monday 1st of June

Commences with pleasant weather. nothing in sight but Fairbacks & the Tarpier — so end. employed in boiling

Tuesday 2nd

Begins with pleasant weather at 9 P.M. finished boiling. at daylight commenced stowing down the Oil. at 5 P.M. spoke the Ship Caledonia of Stonington 12 months 1800 7/2 200 Penn

Wednesday 3rd

These 24 hours employed in stowing down 2 Ships in sight

Thursday 4th

At 6 P.M. spoke the Barque Lagrange of Fairhaven 8 months 1400 W. Hale.

Friday 5th

Commences with pleasant weather nothing in sight but Fairbacks and 2 Ships Lat 25.15

Saturday 6th

These 24 hours has been very pleasant 2 Ships in sight at 8 A.M. saw a shoal of Whales. Hoveled all boats, but it being so calm could not get on. chased them until sundown, then came on board

Sunday 7th

Most of these 24 hours has been light winds & rain nothing in sight but 2 Ships. Lat 25.05 Long 174.45.

Monday 8th

The first part rain. middle & latter part light winds & cloudy. one Ship in sight

Tuesday 9th

The first & middle part rain with Thunder & Lightning. Latter part pleasant Lat 24.55

Remarks on board Wednesday 9th of June 1840

The first part pleasant. at 6 P.M. spoke the Lagrange. she had got a boat stove and a man hurt. since we saw her last. — Lat 24° 51' S

Thursday 11th

Commences with pleasant weather at 4 P.M. saw a large whale. at 5 went down, and at sunset came up again too late to lower Lat 25° 10' Long 149° 30'

Friday 12th

All of these 24 hours has been very pleasant. Steering to the Eastward

Saturday 13th

Most of these 24 hours has been very pleasant nothing in sight but finbacks.

Sunday 14th

Commences with light winds and calm. at 8 A.M. saw a lone whale lowered all 3 boats the Starboard boat struck but the iron drew and he went off.

Monday 15th

These 24 hours has been very pleasant nothing in sight Lat 25° 26'

Tuesday 16th

The first & Middle part pleasant. Latter part strong winds & squally.

Wednesday 17th

Commences with pleasant weather at 6 P.M. spoke the Ship Caladonia. had seen nothing since we saw her last.

Thursday 18th

All of these 24 hours has been thick rainy weather. 1 Ship in sight

Friday 19th

All of These 24 hours has been thick rainy weather, at 3 P.M. saw a school of Whales, lowered 2 boats. and ^{chased} them till dark. and came on board in the Caladonia to windward of us also chasing them.

Remarks on board Saturday 20th of June
Commences with pleasant weather
middle & Latter part thick & rainy
Lat 25.58

Sunday 21st

All of these 24 hours has been
thick & rainy 1 Ship in sight

Monday 22nd

The first and middle part strong
winds & rainy, Latter part laying
too, nothing in sight but Finbacks
& 1 Ship Lat 25 Long 174.40

Tuesday 23rd

The first part strong winds & rainy
Latter part pleasant. at 4 P.M.
spoke the Calidonia she had taken
a 40 lb whale the last time that we
saw them.

Wednesday 24th

All of these 24 hours has been
nothing in sight but Finbacks
Lat 24.40 Long 175.15

Thursday 25th

These 24 hours we have had strong
gales from S.W. took in the Topsails
and lay too, at 10 P.M. took in the Mast
boom Nothing in Finbacks.

Friday 26th

light winds & pleasant. steering West
at 4 P.M. spoke the Calidonia

Saturday 27th

The first & middle part strong winds
& rainy, Latter part pleasant, saw
several Finbacks. Lat 25.10 Long 175

Sunday 28th

These 24 hours we have been laying
too under a close reefed Main Towsail
with a gale from S.E. nothing in
sight but one Finback.

Monday 29th

The first part fresh gales & pleasant
latter part strong winds & cloudy under
double reefed Topsails.

Tuesday 30th

All of these 24 hours we have had strong
winds & cloudy saw Finbacks

Lat 25.03 Long 175.20

Remarks on board July 1st Wednesday 1840.

Commences with strong winds & squalls. Latter part pleasant. Employed in scraping Stansions.

Thursday 2nd

These 24 hours ^{has} been pleasant, with strong winds from N.E. Lat 25.01

Friday 3rd

Commences with strong winds & pleasant at 8 A.M. saw a school of sperm Whales. Lowered the Mast & Larboard boat struck each a Whale. at 11 got them along side & commenced cutting.

Saturday 4th

At Noon got them cut in and commenced boiling. so ends very pleasant.

Sunday 5th

Commenced with pleasant weather Employed in boiling, Steering S.E.

Monday 6th

Has been pleasant, at Noon finished boiling. Finbacks in sight.

Lat 25.10 Long 128.15

Tuesday 7th

Begins with pleasant weather at daylight saw Whales close to the ship. Lowered 2 boats the Larboard boat struck a Whale got breakfast & commenced cutting.

Wednesday 8th

These 24 hours we have had strong winds from S.E. at 4 P.M. got the Whale cut in & commenced boiling several Finbacks in sight. Lat 24.30

Thursday 9th

The first & Middle part strong winds & squalls at 3 P.M. finished boiling. Latter part employed in Coopering spoke ship Calidonia, they have seen Whales 2 since we saw them last.

Friday 10th

Commences with strong gales and very rugged. at Noon saw more Whales going to the windward. Lowered two boats in company with the Calidonia but could not get on, so came on board. Latter part commenced stowing down down down the Oil in the After Hold & Run

Remarks on board. Saturday 11th of July.

Commences with very pleasant weather employed in stowing down Oil one Ship in sight and Finbacks.

Sunday 12th

Has been very pleasant, at Noon finished stowing down, nothing in sight but Finbacks

Monday 13th

All of these 24 hours has been light winds & calm, all sail set & breaking out for sharks.

Tuesday 14th

Commences with light winds & calm at 4 P.M. saw a school of 7 or 8 Whales lowered all 3 boats but could not get on so came on board in hopes of one tomorrow

Wednesday 15th

45



438

Very pleasant at daylight saw more whales to the windward lowered 2 Boats the Larboard boat struck a 50 lb Whale at Noon got him along side and commenced cutting.

Thursday 16th

The first & Middle part pleasant Latter part rainy, employed in Larkin.

Friday 17th

Commences with strong winds & squalls middle & Latter part pleasant with light winds & calm. Lat 24.45

Saturday 18th

These 24 hours has been very pleasant Coppered the Oil and put it between decks at 4 P.M. had a heavy shock of an Earthquake - nothing in sight

Sunday 19th

Light winds & pleasant with all sail set at Noon saw a Breach and kept off for it, but saw nothing more.

Monday 20th

Strong winds & clouds, employed in mending the Main Topsail & nothing in sight.

Tuesday 21st

The first part pleasant Middle and latter part rainy.

Lat 24.45 Long 143.20

Remarks on board Wednesday 22nd of July 1840

Commenced with strong winds & cloudy,
employed in mending the Fore Topsail
Lat 25.23 Long 143.09

Thursday 23rd

These 24 hours we have had strong
gales from S.E. at 10 A.M. hauled the
Topsails and lay to - saw one Finback

Friday 24th

The first & middle part strong
wind from S.E. Latter part more
moderate nothing in sight but Fin

Saturday 25th

Much the same as yesterday, with a
rough sea on, and many Finbacks
in sight. Lat 25.19 Long 143.55

Sunday 26th

Quite pleasant, with a cool breeze from
the Eastward nothing in sight.

Monday 27th

The first & middle part strong
winds & squalls, Latter part pleasant
employed in mending the Foresail
Lat 25.45 Long 143.10

Tuesday 28th

Commenced with strong winds
& squalls. Latter part pleasant,
employed in mending sails. several
Finbacks in sight

Wednesday 29th

The first part pleasant, at 4 P.M.,
spoke Ship Columbus of Fair Haven
14 months out. 2000 bls of Whale & 500 Tperm
latter part steering S.E.

Thursday 30th

These 24 hours we have had is quite
pleasant nothing in sight but
Finbacks Steering S.E.

Friday 31st

Strong winds & squalls, under
double reefed Top-sails, steering
East for Otaheite with the wind
from S.W.

Lat 25.30 Long 141.10

Remarks on board Saturday 1st of August

Commences with pleasant weather and a strong breeze from S.W. nothing in sight till 4 P.M. Finbacks - Steering East

Sunday 2nd

Lat 25.54 Long 130.3

The first part strong winds, middle & latter part light winds with all sail set Steering E by S. Lat 25.40 Long 158.

Monday 3rd

Commences with light winds and pleasant, middle and latter part strong winds from the Westward steering E by N. Lat 25.10 Long 156.45

Tuesday 4th

All of these 24 hours we have had strong winds from the Westward, with squally weather having all sail out. Steering East. Lat 25.33 Long by Obs 156.33

Wednesday 5th

The first & middle part strong winds & squally, latter part light winds Steering E by N. took in the M.B. Lat 25.20 Long 158.46

Thursday 6th

Commences with light winds from S.W. middle & latter part pleasant. Steering E by N. Lat 25.15 Long 158.30

Friday 7th

The first & middle part pleasant, latter part strong winds & squally steering E by N. nothing in sight.

Saturday 8th

All of these 24 hours has been rain with the wind from N.W. steering E by N. Lat 25.12 Long 153.12

Sunday 9th

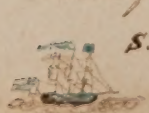
Commences with pleasant weather, with a light breeze from the Westward steering E by N. saw several Finbacks.

Lat 24.44 Long 151.20

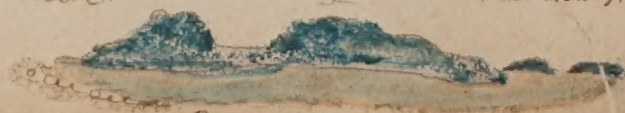
Monday 10th

These 24 hours we have had a strong breeze from the Westward steering E by N. at 7 P.M. saw the Island of Tobouai (one of the Society Islands) 4 points off the Starboard bow, at noon got up with the land and kept on North for Oahu.

Lat 23.19 Long 149.12



S.W. End.



Reef.

Tobouai.

Remarks on board Tuesday 11th of August 1840.

Commences with pleasant weather with the wind from S.W. at sundown lost sight of the land. Steering North. saw several Finbacks. Lat 21.00 Long 149.00

Wednesday 12th

The first & Middle part light breeze from S.W. Latter part nearly calm. Steering N.W. saw several Finbacks. Lat 19.20 Long 148.34

Thursday 13th

Commences with a light breeze ^{breeze} from S.E. steering N.W. Middle & Latter part calm at daylight saw the Island of Otachite. Bearing N.W. Distance of 80 miles, also a shoal of Blackfish. Lat 19.04

Friday 14th



MOON.
ECLIPSED.

Commences with very light winds, and pleasant. Middle & Latter part calm saw several Finbacks, and the Land bearing N.W. Distance 43 miles ^{so ends} scraping and barnishing the Waste.

Saturday 15th

All of these 24 hours we have had nearly calm, saw Finbacks. Porpoises, & the Land bearing N.W. distance of 30 miles.

Sunday 16th

The first part calm, the Middle part had the wind from all quarters. Latter part strong breeze from S.W. steering N.W. for the Land

Monday 17th

At 3 P.M. got abreast of the S.E. point of Land and it being calm lowered a boat went on shore and got some coconuts. At 4 P.M. had a light breeze, ran down the land all night and at noon came to anchor in the Harbor in 4 fathom water in company with the Sloop Hansfield of Hudson. Afterwards condemned, having 1400 lbs. Whalesperm 13 months

The Benjamin Tucker of New Bedford having run on shore at the Galapagos Islands, Cay, there hove out repairing damages with 400. sperm 9 months old.

Remarks at Otachute Tuesday 18th of August 1840.

These 24 hours we have been employed in washing and blacking the ends, and making preparations for Coopering, the Oil, at 5 P.M. arrived Ship Sarah of Nantucket 13 months 750

Wednesday 19th

At daylight commenced breaking out in the Main Hatch. Arrived Ship France of Loughborough Whaler

Thursday 20th

Employed in Coopering.

Friday 21st

Very pleasant finished the Starboard side

Saturday 22nd

Coopering.

Sunday 23rd

All hands on liberty.

Monday 24th

employed in Coopering.

Tuesday 25th

" " Coopering

Wednesday 26th

Thursday 27th

Sailed Ship France of Loughborough

Friday 28th

finished Coopering and stowing

down 1300 bbls

Saturday 29th

washed the Ship

Sunday 30th of September

The Starboard watch on liberty

Monday 1st

The Starboard watch " "

Tuesday 2nd

All hands on shore.

Wednesday 3rd

The Starboard watch on liberty

Thursday 4th

Lent a boat to Enco (Dist 13 miles) and got 13 hogs.

Friday 5th

The Starboard watch on liberty

Saturday 6th

Got off half a boat load of Yams and as many Potatoes, every thing being very dear & scarce.

Sunday 7th

at 10 A.M. got under way with a strong breeze from the Eastward got out side of the passage, hove a back & landed the Pilot. & double reefed the Tails at run downuffed too to theeward of Enco.

Monday 8th

Commences with strong winds and pleasant at Noon saw St Charles Sanders Island, at 3 P.M. saw a shoal of Spotted Whales going to windward lowered 3 boats but could not get bow Lat 17.25, Long 150.58.



P.V.

Weathered Passage

Otachute

L.P.

N. Y. side

Remarks on board off E. Landas Island Sept 12th 1840

Commenced with strong winds and pleasant at sundown lost sight of the land.

Sept 13th Sunday

Pleasant weather with all sail set steering S.W.

Monday 14th

Most of these 24 hours we have had light winds & calm Steering S.W. for Raratonga.

Tuesday 15th

The first & middle part calm latter part pleasant. Steering S.W.

Wednesday 16th

All of these 24 hours we have strong winds & squally Steering N.E. Lat 20.28

Thursday 17th

The wind & weather much the same as yesterday Steering West. Lat 21.17. Long 157.35

Friday 18th

Strong winds and pleasant steering West at 3 A.M. luffed too with the Main Yard aback. at daylight found ourselves 20 miles to the leeward of Raratonga. kept close to the wind in order to beat up, sent up the F. T. Galient. Bar

Saturday 19th

Strong winds and pleasant. at daylight got up with the land, at 7 A.M. got off a raft of Water. 2 boat load of Potatoes. and one load of Wood.

Sunday 20th

Laying off and on. The Capt and boat's crew on shore. at 3 P.M. came off and stood to the Northward, for the Island of Whytootack.

Monday 21st

The first & Middle part light winds from East & S.E. Latter part strong wind & squally, standing to the Northward. nothing in sight but Squirrels.

Tuesday 22nd

These 24 hours we have had strong winds & squally weather standing by the wind to the Northward, at 4 P.M. saw the Island of Whytootack 2 points of the Weather Bar

Tonga

Whytootack

Tongue
N. Side.

Reef

20th N.W. Side.

146
Remarks on Board Wednesday 23rd of Sept 1840

Commences with strong winds & rain,
at noon got up with the land lowered a
boat and got off 2 loads of Gams.

Thursday 24th

The first & middle part pleasant
latter part rainy. got off 3 loads of Gams
one load of wood. Turkey, ducks &c. &c.
50 lbs of Gams at 2½ fathoms a lb

Friday 25th

The first part pleasant, middle & Latter
strong winds and rain. double reefed the
Topails. at sundown lost sight of the land
steering N.N.E. for the Line.

Saturday 26th

These 24 hours we have had pleasant weather
with light winds & calm. steering N.N.E.
sent out the Fly. Gib Boom & Miz. Top. Gal. Mast
& put on some new N. T. Gallant Backstays

Sunday 27th

We have had a pleasant breeze from S.E.
steering N.N.E. Lat 14° 50'

Monday 28th

Pleasant weather & a fine breeze from S.E.
employed in rebuilding the Camboose.
nothing in sight but Porpoises.

Tuesday 29th

The first part pleasant. Steering S.E. by N.
Middle & Latter part squally, attended
with Thunder & Lightning.

Wednesday 30th

Commences with rainy weather. middle
& latter part. light winds from the Eastward
with all sail set. Lat 11° 50' Long 158° 33'

Thursday the 1st of October

N. 8. 4

Commences with light winds

& pleasant weather at 8 A.M. saw a school
of Whales, lowered all 3 boats the Waste boat
struck a 90 lb Whale and killed him the
Larboard boat struck and drew, but did not
kill 2 with the the lance saved one of them
15 lbs at noon got them along side and
commenced cutting. nearly calm

Friday 2nd

Nearly calm. at 3 P.M. finished cutting
and commenced boiling. standing the
line Starward.

Remarks on board Saturday 3rd October, 1840.

All of these 24 hours we have had it entirely calm, and very warm. nothing in sight but Porpoises. employed in boiling
Lat 11.49

Sunday 4th We have had a pleasant breeze from S.E. at 1 P.M. tacked to the Southward nothing in sight. Employed in boiling
Monday 5th

Commences with pleasant weather at 10 P.M. finished boiling. Middle & latter part strong winds at 11 A.M. had a very heavy squall which blew away the Gib
Lat 12.09

Tuesday 6th Commences with strong winds & squalls. Middle & latter part the same standing to the Northward. at noon set whole Topsails
Lat 11.30

Wednesday 7th These 24 hours we have had frequent squalls of rain, otherwise it has been clear with all sail set standing to the Northward at 4 P.M. saw signs to windward supposed it to be a Fairack Lat 10.00 Long 158.25.

Thursday 8th We have had variable weather and heavy squalls attended with Thunder and Lightning. nothing in sight but Porpoises at noon double reefed the Topsails

Friday 9th The most of these 24 hours we have had light winds & calm nothing in sight but Porpoises Lat 9.41

Saturday 10th Light winds & calm. at 4 P.M. saw a breeze to windward, and Porpoises employed in mending in varnishing. blacking the bends & mending the Main Topgallant sail.

Sunday 11th All of these 24 hours has been entirely calm, and very warm at 4 P.M. saw Pennryhus Island bearing N.E. dist 20 miles.

148
Remarks on board Sunday 11th of October.

The first part calm Middle & Latter part light winds & pleasant, at 11 A.M. got within 2 miles on the West side of the Island. hove the Main Yard aback and several Canoes came off but did not come on board we gave them pieces of Iron-hoop in exchange for Coconuts and a few Curiorities, they appeared to be in a very Savage state, at Sundown lost sight of the Land. standing to the Northward Lat 9.01 Long 157.35

Monday 12th

Has been pleasant with a strong breeze from the Eastward nothing in sight but Porpoises Lat 7.57

Tuesday 13th

Very pleasant with a fine breeze from N.E. Lat 6.40

Wednesday 14th

Pleasant with a breeze from S.E. all sail set. Steering N.N.E. Making preparations for stowing down the Oil in the Fore Peak. Lat 5.24 Long 159.13.

Thursday 15th

Very pleasant employed in stowing down the Oil in the Fore Peak. Lat 4.00

Friday 16th

Light winds and pleasant nothing in sight but Finbacks & Porpoises. — at work in the Hold — Lat 2.40

Saturday 17th

N. 41

These 24 hours has been entirely calm at 4 P.M. saw a school of Sperm Whales lowered all 3 Boats. the Waste Boat struck one and got slightly stove in at Sundown got him along side. Lat 1.26

Sunday 18th

Very pleasant with a light breeze at daylight commenced cutting at 3 A.M. got him cut in and commenced boiling. at 4 P.M. saw more Whales lowered all 3 boats but it being so smooth could not get on

Monday 19th

At 4 P.M. finished boiling about 25 bl. very pleasant. nothing in sight but the carcass.

Remarks on board Tuesday 20th of October 1840

Commences with pleasant weather, unbrut
the Fore-sail & Main-Topsail, and bent others in
their stead, mending Old sails, and
standing boat patches. Lat 2.50

Wednesday 21st

Pleasant breeze with all sail set
nothing in sight but Porpoises & Finbacks.

Employed in mending sail. Lat 3.20

Thursday 22nd

Strong winds and pleasant mended
the Mainsail & bent it. Lat 1.00 South

Friday 23rd

At daylight kept off N. W. with a
strong breeze, & all sail set. Saw a great many
Loobies and other birds nothing more in sight.
Lat 34 miles S Long. 158.37

Saturday 24th

Pleasant with all sail set, at daylight
kept off N. W. with all sail set, at Noon
luffed to the Northward, nothing in
sight but birds. Lat 23 miles S Long 158.10

Sunday 25th

Light winds and pleasant nothing
in sight but Porpoises Lat 7 miles North

Monday 26th

Very pleasant standing to the
N. E. Westward Lat 1.2 S

Tuesday 27th

We have had light winds & Pleasant
saw Finbacks & Porpoises
Lat 1.47 Long 153

Wednesday 28th

Light winds & pleasant, Steering
N. W. Nothing in sight but Porpoises
employed in fitting a Fore-Topsail Yard
Lat 1.50

Thursday 29th

Very smooth and pleasant, nothing
in sight but Porpoises

Friday 30th

Nearly calm, standing to the
N. W. Lat 54 miles South

Saturday 31st

With all sail set, steering N. W.
At 1 P.M. saw a flock of the S. Bow stood
along & hove aback but saw nothing more
of it. Lat 24 miles South

Remarks on board Sunday 1st of November

Commenced with light winds & pleasant weather, steering N.W. nothing in sight at sundown stood to the N.E. with the Main Yard aback. at daylight steered S.W.

Lat 1.09 Long 165.20

Monday 2nd

Very pleasant. nothing in sight. employed in stowing Oil in the Fore-Peak.

Lat 1.28

Tuesday 3rd

We have had a strong breeze with all sail set, standing to the Northward employed in stowing a Tub.

Wednesday 4th

Strong winds & pleasant steering N.W. nothing in sight Lat 1.26 Long 166.

Thursday 5th

These 24 hours we have had fine weather and a light breeze with all sail set, saw Porpoises, & a Shark. Lat 6 miles South.

Friday 6th

Pleasant weather and strong winds standing to the Southward with all sail set, saw Porpoises &c. Lat 1.

Saturday 7th

Light winds & pleasant, saw breeches but could not determine what it was at Night caught a porpois.

Sunday 8th

Pleasant weather with all sail set, saw Finbacks, & caught a Porpois.

Monday 9th

Standing to the Northward saw large white-batter & Porpoises

Tuesday 10th

Strong winds & pleasant at daylight kept off N.W. at 8 A.M. saw a shoal of sperm Whales, the W.B. struck and at noon got him along side at 4 P.M. got him cut in. 25 lbs

Wednesday 11th

Strong winds & pleasant, saw Finbacks & Porpoises at 10 P.M. finished boiling. Lat 1.50 Long 164.30

Remarks on Board Thursday 12th of November

Commences with strong winds and pleasant weather. nothing in sight but Porpoises.

Friday 13th

Strong winds pleasant with all sail set standing in the Northward. struck Porpoise but lost him Lat 1.20 South.

Saturday 14th

Pleasant weather. but nothing in sight. Lat 1 mile South

Sunday 15th

Very pleasant at 4 P.M. saw a break but saw nothing more.

Lat 1.15 Long 175.30

Monday 16th

Strong winds & pleasant. saw Porpoise & Finbacks. Lat 1.25

Tuesday 17th

Light winds & pleasant at 1 P.M. saw the back of a sperm whale off the lee quarter at 3 P.M. lowered the Boats. at 5 the Waste & Larboard boats struck a 15 & 12 lb whale at 9 P.M. got them along side Lat 1.56

Wednesday 18

Cut the Whales in and got breakfast Latter part strong wind nothing in sight employed in boiling

Thursday 19th

Strong winds & pleasant nothing in sight but Porpoises. Lat 1.26

Friday 20th

The weather much the same as yesterday. saw Finbacks & Porpoises

Saturday 21st

Fine weather. but dull times nothing to be seen but Fin & Porpoises

Sunday 22nd

At daylight caught a Porpoise very pleasant nothing more seen for the day. Lat 50 miles Long 108

Monday 23rd

Light winds & Pleasant saw breakers but could not determine what they were

Lat 2 miles S. Long 178.20

Remarks on board Tuesday 24th of Novem
Commences with strong winds & pleasant
saw a Finback & Porpoises so ends in
Lat 48 miles S. Long 169

Wednesday 25th
Very pleasant weather with a
strong breeze from N.E. lost the Nig
Top. Galliot Laid — and caught a Porpois

Thursday 26th
Light winds & pleasant at 9 A.M.
saw a shoal of Sperm Whales lowered
all 3 boats, & each of them got a Whale
at 4 P.M. got them close side, and at
sundown got them cut in.
Lat 2.15 Long 169.50

Friday 27th
Pleasant with all sail set, employed
in boiling. nothing in sight but 2
Finbacks Lat 2.35 Long 170

Saturday 28th
At Noon finished boiling. nearly
calm. saw 2 Finbacks

Sunday 29th Lat 2.00
The first part squally. Middle & latter
part nearly calm Lat 1.45 Long 170

Monday 30th
All of these 24 hours has been entire
calm employed in setting up Pipe Stobs

Tuesday 1st of Dec
Much the same as yesterday
employed in stowing Oil in Fore hold

Wednesday 2nd
The first part calm at 2 P.M.
saw a shoal of Whales lowered
the boats The Larboard boat got 2
and the Waste Boat 1 at daylight
commenced cutting at 7 A.M. saw more
whales. lowered 2 boats but could not
get on — so ends steering East

Thursday 3rd
Very pleasant employed in boiling
at daylight saw more whales — the
Larboard boat got 2. and the other boats
got one apiece, got breakfast and
commenced cutting



Remarks on board Friday 4th of December

Commences with very pleasant weather
employed in boiling. nothing in sight
Lat 5th

Light winds & calm at Noon finished
boiling. and washed off the decks.

Sunday 6th

Has been very pleasant with a light breeze
at 6 P.M. spoke the Barque, Reaper.
Capt Neal of Salem 15 months out 450. lbs.

Monday 7th

Lat 200

Light winds & pleasant nothing in
sight but Finbacks, employed in Coopers.

Tuesday 8th

Lat 153.

Commences with fine weather and a
strong winds. employed in stowing down
the Oil. at 10 A.M. saw Whale going
quick to the windward lowered the
boats but no success. so came on board
and checked off the Fore Hatch, was
= 1550 lbs 30 months out - Lat 1. 10.

Wednesday 9th

Very pleasant at Noon finished
washing off and saw a lone whale
got dinner. and lowered away the
Boats boat struck and several other
whales came up around them one
of which stove the Larboard boat
at sundown got him cut in

Thursday 10th

At daylight saw more Whales.
but they got out of sight again, going
quick to windward. did not lower.

Friday 11th

Employed in mending the boat
and coiling a new line. at midnight
finished boiling.

Saturday 12th

Very pleasant saw most all
kind of fish but Whales.

Lat 150. Long 172.

Sunday 13th

Commences with light winds and
pleasant weather at 7 A.M. spoke
Ship Howard of Nant. Capt Worth.
25 months 2200. bound for the St. Mills
group.

Remarks on board Monday 14th of Dec. 1840

Commenced with light winds and pleasant employed in knitting yarns and making snuff Lat 1.29' South

Tuesday 15th

Nearly calm. nothing in sight but Finbacks. Lat 1.30'

Wednesday 16th

The first & middle part squally. Latter part pleasant with the wind from the Westward steering E. by N.

Thursday 17th

Cloudy weather with the wind from N. W. Steering E. by N. Lat 1.20'

Friday 18th

Light winds from S. E. saw Finbacks & Porpoises in so ends employed in making spring yarn &c. Lat 1.5'

Saturday 19th

Strong winds & pleasant. saw a breach and ran for it but saw nothing more. Lat 0 Long 172°

Sunday 20th

Commenced with pleasant weather. Middle & latter part strong winds & squally hauled the Top Gal Laid & F. Gal

Monday 21st

Strong winds and pleasant standing to the Southward. at 4 P.M. saw Roberts Island. bearing South dist 10 miles. at 5 P.M. backed ship and stood off shore. Lat 2.39' Long 172°

Tuesday 22nd

Light winds and pleasant at daylight saw the land at 4 A.M. saw a school of Whales. lowered - and Lar & Thad catch got a Whale - at noon got them along side & commenced cutting 8 miles to the Northward of the land

Wednesday 23rd

Strong winds and squally the land to the windward of us. Lat 2.44'

Thursday 24th

Strong winds and squally employed in hauling nothing in sight

Remarks on board Friday 25th Dec 1840

Commences with strong winds. at daylight
finished boiling. nothing in sight but
Porpoises Lat 2.00. Long 142.30

Saturday 26th



Strong winds. standing to the North
at 4 P.M. saw whales. lowered all 3 boats
but no success at sun-set came on board
Lat 1.30

Sunday 27th

Strong winds and squalls landed
the Top. Gall. Sails. standing to the
Northward. Nothing in sight but Porpoises

Monday 28th

Employed in Coopering. Porpoises in
sight. Lat 1.

Tuesday 29th

Light winds & pleasant employed
in stowing the Oil in the After
Hole at 5 P.M. spoke Ship Martin
of Fair Haven 28 months 1500

Wednesday 30th

Strong winds. with frequent
squalls of rain.

Thursday 31st

Pleasant employed in making
spun-yarn. Lat 1.15

Remarks on board Jan. Friday 1st 1840.

Commences with strong wind & cloudy standing to the Northward

Lat. 0.07 miles N.

Saturday 2nd

Very pleasant, nothing in sight standing to the Southward.

Sunday 3rd

Strong wind & pleasant saw nothing but Blackfish.

Monday 4th

Light & pleasant, employed in setting up the Fore-rigging.

Tuesday 5th

Lat 1. Long 145

Very pleasant, employed in turning up the Main rigging & nothing in sight. Breach. E. by N.

Wednesday 6th

Lat 1.20 Long 145.30

Light & calm nothing in sight but Porpoises. Lat 1.50 Steering E. by S

Thursday 7th

These 24 hours has been entire calm saw Porpoises & caught a Shark
Lat 1.55 Long 140.20

Friday 8th

Light winds & Pleasant. sent down the Fore-Top-Sail-Yard and sent up

N 58

a new one. at 11 A.M. saw a school of whales. The Larboard boat struck a 35th cow - at sundown got him cut in

Saturday 9th

At daylight commenced boiling at Noon spoke the Barrye Indian of London 18 months out 1000 lbs Capt. Moore.

Sunday 10th

Commences with pleasant weather Middle & Latter part strong winds and rain. at 4 A.M. finished boiling

Monday 11th

The first part strong winds & squally at 5 P.M. kept off S. S. E. middle & latter part, pleasant employed in mending sails. Lat 3.15. N

Remarks on board Tuesday 12th of January

Commences with strong winds. at 1 P.M. saw a shoal. lowered the boats and they all 3 struck but the W.B. lost her line & whale. at Noon got the whale along side and commenced cutting.

Wednesday 13th

Strong winds & squally employed in boiling.

Thursday 14th

Attended with frequent squalls of rain. at 3 P.M. finished boiling.

30th

Lat 6.24

Long 176.34 St. Paul

Friday 15th

All of these 24 hours has been cloudy with a fresh breeze from the Northward steering S.W. Nothing in sight. employed in hoopering & putting oil in the Run.

Saturday 16th

Very pleasant. employed in stowing Oil in the After Hold steering S.W. Lat at Noon 8.40

Sunday 17th

Most of these 24 hours has been calm. nothing in sight but a Diamond & bill fish

Monday 18th

Very pleasant. employed in bending a New Fore-Topsail &c steering S.W. Lat 9.0

Tuesday 19th

Light winds and pleasant. nothing in sight. steering S.W.

Wednesday 20th

Commences with squally weather at 4 P.M. saw a shoal of Whales lowered the W. Boat struck a 15th whale at sundown got him along side & cut him in.

Lat 10.08

Thursday 21st

Strong winds & squally. employed in boiling. with a strong breeze from the Northward. steering S.W.

Remarks on board Friday Jan 22nd

Commences with strong winds and most squally weather with rain. double reefed the Topsails. and commenced standing half Watches - Steering N. by E with the wind from the Northward
Lat 12. 14

Sat 23rd

The first rain. with strong winds middle & latter part squally. steering West. Lat 12. 50 Long 180

Sunday 24th

These 24 hours has been very pleasant with all sail set steering N. N. W. Lat 12. 40 Long 179. 30 East

Monday 25th

Light winds & pleasant Steering N. by E. at sundown saw the Island of Rotumah bearing West & South Dist 30 miles. in the Lat 12. 29 Long 176. 57
Long by Chron 178. 31

Tuesday 26th

All of these 24 hours we have light winds running for the land at 4 P.M. a boat & canoe came off. at 5 went on shore again, being distant from the land 10 miles. The best harbor is on the S. W. side

Wednesday 27th

At daylight several canoes came off with Coconuts, bananas. Deese & the son of the Emperor after breakfast sent ^{a boat} on shore and got a few Pans. At noon kept off S. by E for the Bay of Islands

Thursday 28th

Most of these 24 hours has been light winds & calm at daylight saw the land astern dist 13 miles, at noon lost sight of it Steering S. by E.

Friday 29th

Light winds with rain. from the N. W. Steering S. by E.
Lat 13. 40

Remarks on board Saturday Jan 30th 1840

Commences with a light breeze from S.W. Middle & Latter part calm. saw a shoal of Porpoises. Lat 14.20

Sunday 31st

All of these 24 hours we have had it nearly calm, and very hot weather nothing in sight. Steering S.W.

Monday 1st of February

The first part light winds, but very black in the S.E. with thunder & lightning. middle & Latter part calm. Lat 15.05 Long 175.16

Thunders Island bearing S.E. Dist 6 or 7 miles

Tuesday 2nd

Commences with light winds from the Westward steering South.

Lat 16.05

Wednesday 3rd

A pleasant breeze from the Eastward steering S.E. At 2 P.M. sent up the J.L. Co. Horn & Miz. Top. Gallies. Part.

Thursday 4th

Lat 17.10

Strong winds and pleasant with all sail set. Steering S.E.

Lat 18.20 Long 174.14

Friday 5th

Very pleasant with a fresh breeze from the Eastward steering S.E. employe in painting the Mast.

Lat 20.12 Long 173.50

Saturday 6th

Strong winds from the Eastward employed in making matts &c steering S.E. Lat 20.50

Sunday 7th

Much the same as yesterday nothing in sight steering S.E.

Monday 8th

These 24 hours we have had light winds & calm steering S.E.

Tuesday 9th

Lat 24.09

The first part rain, with baffling winds. Middle & Latter part a strong breeze from S.W.

Steering S.E. Lat 25.33

160
Remarks on board Wednesday 10th of February

Most of these 24 hours we have had rainy weather attended with a strong breeze from N.E. Steering S.E. Lat. 23.35

Thursday 11th

Strong winds & rainy split 2 Gills and then bent out a new one Steering S.E. Lat. 30.05 Long 175.00

Friday 12th

Fair weather - employed in mending the Spanker. with the wind from E.S.E. Lat. 31.20 Long 174.34

Saturday 13th

Quite pleasant employed in mending the mainsail. saw a Sun Fish. Lat 33.10 Long 173.34

Sunday 14th

Strong winds from S.E. standing to the South West at 11 A.M. saw one of the 3 Ships bearing South, at noon saw the North Cape bearing S.E. tacked ship & stood to the Eastward Lat 34.10 Long by Obs 173.15

Monday 15th

Commenced with strong winds from S.E. standing to the South at 1 A.M. saw a Ship steering S.E. set a light & tacked ship but did not see her again North Cape bearing S.E. dist 20 miles

Tuesday 16th

Commenced with strong Gales from E.S.E. at 3 P.M. the North Cape bore South dist 2 miles tacked ship & double reefed the Topsails at 3 A.M. in again. a very heavy swell on

Wednesday 17th

Fresh gales from S.W. running down the land at 10 P.M. took in the Main Sail & double reefed the Topsail & headed off Shore. at 12 tacked again at daylight saw the Land & run in for it. so ends with a head wind

Thursday 18th

All of these 24 hours we have beating with a strong breeze from the South at noon saw Cape Beven bearing S.E. Dist 20 miles so ends with a head wind all sail set

Remarks of board Friday 19th of Feb 1840.

The first & middle part light baffling wind at 7 P.M. passed a Barkue. supposed her to be a Merchantman just out of the Bay, Latter part calm.

Saturday 20th

the first part calm dist 14 miles from the land, at dark saw lights on the shore, at 9 a breeze sprung up off shore stood to Cape Bren. and at 2 A.M. tacked Ship. Latter part calm.

Sunday 21st

Dist from the Land 18 miles At 3 P.M. took a breeze from the Northward, and stood in for the Bay, at 4 P.M. saw a Schooner running up the coast. at 5 saw a Brig coming down in the Bay, at dark tacked Ship and stood off shore & lay off & on untill daylight, then stood in for the Bay, after having it calm & blowing awhile. a breeze came fair, & we came to an Anchor at Noon.

Monday 22nd

Lent a raft of Cask on shore, and scraped the Waste.

Tuesday 23rd

The Starboard Watch on Liberty and the rest employed in painting

Wednesday 24th

Very pleasant. the Larboard Watch on Liberty.

Thursday 25th

The other watch on Liberty

Friday 26th

Got off 2 boat load of wood Most of the day rainy

Saturday 27th

Got off 200 bls of Matter and stowed it down.

Sunday 28th

The Larboard watch on Liberty

Monday 1st of March

Employed in Ships duty.

Tuesday 2nd

Rigged in Gibboom and repaired the Cap. got off wood, Potatoes, Matter and sent out the Gibboom again. The Starboard watch on Liberty

162
Remarks on board. Wednesday 3rd of March. 1840.

At the Barb Islands.

The Larboard watch on liberty.

Thursday 4th

Strong wind with frequent squalls
of rain.

Friday 5th

Strong winds & squally weather.

Sailed ship Luminary of Warren 700 B 100 Tons

Saturday 6th

At 6 A.M. weighed Anchor with a
fresh breeze from the Eastward at sundown
lost sight of Land

Sunday 7th

Commences with strong winds which
at Noon increased to a gale from S.E.
handed the Fore & Mizen, Topsails close
reefed the Main, took in the Waste Boat
and Lar too.

Monday 8th

The first and middle part fresh
gales from S.E. laying too at Noon sent
down the Fore Top Gallant Yard
latter part more moderate set the
Topsails close reefed at Noon set the Main

Tuesday 9th

Strong winds from the E.S.E. standing
to the S.E. under double reefed Topsails
afternoon put out the Waste Boat.

Wednesday 10th

Quite pleasant but nothing in
sight at sunset tacked to the Southward

Thursday 11th

Commences with pleasant weather
at daylight made all sail and tacked
to the Northward. Lat 31.29 Long 178.34

Friday 12th

Pleasant with all sail set, saw
a shoal of Blackfish, so ends
steering to the Eastward.

Saturday 13th

Most of these 24 hours has been
calm. employed in making knots

Sunday 14th

Commences with pleasant weather
steering East Middle part rain. Latter
part light breezes from the P.W.

Lat 32.30 Long 178.50 East

Remarks on board Monday March 15th 1840.

Most of these 24 hours have pleasant, with a light breeze from N. E. W. steering East employed in making Mats for the rigging
Lat 32 57 Long 180

Tuesday 16th

Very pleasant, at daylight kept off North at 5 P.M. saw the French Rock bearing N. by E. dist 12 miles at sunset. hefted to the wind, and took in sail as usual. Lat 31. 53

Wednesday 17th

at daylight kept off N. E. W. with a light breeze from S. W. at 11 A.M. hove in after a shoal of Blackfish but got none
Lat 31. 33

Thursday 18th

Strong wind & pleasant employed in making Mats.

Friday 19th

Very pleasant, nothing in sight but Porpoises - finished Mat making. Lat 31. 05 Long 179 3/4

Saturday 20th

Light wind & pleasant. at 5 P.M. saw several Sperm Whales. lowered all 3 boats and after sunset struck but the Irons drewed. so came on board with hard luck.

Sunday 21st

N 62

Commenced with pleasant weather at 7 A.M. saw more Whales. lowered the Larboard boat struck an 80 lb Whale. at night got his head cut off & body in

Monday 22nd

Light wind & pleasant at Noon got the head in and commenced butting Lat 31. 40 Long 178 West

Tuesday 23rd

N 63

At 7 A.M. saw more whales got breakfast and lowered the boats. the Larboard boat struck and at Noon got him along side and commenced butting got his head off & body in by 9 P.M.

164
Remarks on board Wednesday 24th of March 1841.

Commenced with very pleasant weather at noon got the head cut in at 4 P.M. spoke Ship Bopa of N.B. 14 months 1100th bale 1500 Sperr

Thursday 25th

165
95
Light winds & pleasant employed in boiling at 11 A.M. saw a lone whale got dinner and lowered 2 boats the Larboard boat struck, and at 5 P.M. got him along side, and lay by him all night.

Friday 26th

After dinner commenced cutting at night got his head off and bodd in. the weather is first rate, with a light breeze from the Northward, This causes the Cooper to swing his hammer on Pipe, Hoops -

Saturday 27th

After dinner commenced cutting in the Head, at Sundown got it in & all snice again, giving the Worker no time to cool.

Sunday 28th

Put some of the Oil below. strong winds, but pleasant, all hand Busy in setting up Pipes

Monday 29th



Saw more whales going very quick did not lower, employed in boiling and setting up Pipes.

Tuesday 30th

Strong winds and pleasant, but some of the Oil Between decks and commenced stowing down in the After Hold, at sunset finished boiling. and stood boat crew watches,

Wednesday 31st

Finished stowing the After Hold and Put the Hatches on

Thursday 1st of April

Heated some of the Hards forward and stowed the Flour & Meat in the Stowage, the Coopers employed in tinkering the Pipes. After dinner put them between decks down the Fore Hatchway. Blowing a gale of wind from the Eastward. took in the Waste Boat, and prepared for it with clear decks but rather dirty

Remarks on board Friday 2nd of April. 1841.

All of these 24 hours it has blowing a gale of wind from N.E. Laying too under a close reefed M. Topsail.

Saturday 3rd

This day we are 34 months out with 1950 lbs. and the weather much the same as yesterday.

Sunday 4th

More moderate. at Noon set the Topsails double reefed.

Monday 5th

Lat 33. Long 180

At daylight put out the Waste Boat and after Breakfast washed off nothing in sight.

Tuesday 6th

Commences with strong winds and pleasant nothing in sight employed in rebuilding the works making reeve & setting up Ropes

Wednesday 7th

Strong winds & pleasant employed as yesterday

Thursday 8th

Very pleasant. Coopersd the Oil from between decks and stowed down, commencing at the after part of the Fore Hatch, and stowed 2 tiers.

Friday 9th

Pleasant Employed in mending the Fore Topsail.

Lat 33. 45

Long 178. 10

Saturday 10th

Light winds & Pleasant at 3 P.M.

saw a shoal of Green Whales hauled and at 5 the Larboard Boat struck but the iron drawed, chased them till sun set, and came on board.

Lat 33. 33

Long 178. 4

Sunday 11th

Light winds and pleasant at 2 P.M. spoke the Ship Bnt. Peter of N.B. 23 months out 1400 ⁴/₅ 250 Green, bound for Otahiti sold them 3 lbs of Flour

Lat 33. 11

Long 178. 30

Remarks on board Monday 12th of April

Commences with light winds and pleasant standing to the S.E. at daylight saw the *Ship Peter* of our Lee Beam Steering East at 1 P.M. met *Hale*

Tuesday 13th

Most of these 24 hours we have had light winds & calm. standing to the N.W. saw *Scamper*

Lat 33° 17' Long 173° 08'

Wednesday 14th

These 24 hours have been much the same as the last, with all sail set, at 11 A.M. saw French rock.

Thursday 15th

Pleasant with a light breeze from S.E. nothing in sight.

Friday 16th

Commences with pleasant weather at 10 A.M. saw whales going quick to windward. at 2 P.M. Hoveled 2 boats, and chased them 5 miles to windward, at 5 the Larboard boat struck. and at Sundown commenced towing, at half past 12 got him along side

Saturday 17th

After breakfast ^{commenced} cutting, at sundown got him cut in, and commenced boiling, very pleasant.

Sunday 18th

Strong winds and pleasant at 3 P.M. spoke the *Barque Parwal* of London 20 months out 11000 Sperm,

Monday 19th

Strong winds & squalls at 10 P.M. finished boiling, he has turned us up 10000

Tuesday 20th

Nothing in sight, under double reefed Topsails, and a fresh breeze from S.E. Lat 31° 25'

Wednesday 21st

The wind from the Southward very pleasant — employed in coopersing & stowing down the Oil — makes us 20000 34½ months out. and want 1 tier more to fill out, between the Fore & Main Hatch.

167

Remarks on board Thursday. April 22nd 1841

Commences with pleasant weather at daylight made all sail. after breakfast washed off the deck - nothing in sight.

Friday 23rd

The first part strong wind & squally double reefed the Topsails, at sundown furled them. Lat 31. 20

Saturday 24th

After breakfast wet Hole, nothing laying too blowing a Gale from the Eastward. Lat 31. 32.

Sunday 25th

Let a reefed Foresail and took in the Waste Boats, after breakfast wore Ship. & carried away the Main Stay-sail.

Monday 26th

Laying too under a reefed Foresail & M. Topsail

Tuesday 27th

At daylight set close reefed Topsails, more moderate at half past 11 saw whales, going quick to windward, put out the waste boat, but did not lower. Lat 31. 13

Wednesday 28th

At daylight saw more Whales going to leeward at 9 A.M. lowered 2 boats and at Noon the Starboard boat struck but getting entangled with the other lines was obliged to cut, the Starboard boat also cut from the Whales, and came on board on account of Mr. Brown's getting his arm badly cut by an iron. so we lost the whale. & thus ends these 24 hours with hard luck.

Thursday 29th

Pleasant employed in fitting the boats. Latter part squally nothing in sight.

Friday 30th

Blowing a gale from N.E. at 7 A.M. kept off S.E. and set double reefed Topsails, at Noon took in the Waste boat.

Remarks on Board Saturday 1st of May

Laying too under a close reefed M. Topsail
and Staysail, nothing in sight.

Sunday 2nd

More moderate set the Foresail
& put out the Waste boat

Monday 3rd

Unbent the Main-Topsail to
mend it & bent a new one in its
stead - Steering N. by E.

Lat 25.20

Tuesday 4th

Employed in mending the Main
Topsail. Steering N. by W.

Lat 25.30 Long 174.27

Wednesday 5th

Strong wind & pleasant at Noon
luffed to the wind in the

Lat of 25, and Long of 174.40

Thursday 6th

Very pleasant, after breakfast
~~commenced breakfast~~ commenced
breaking out the Oil between-decks
in order to stow more solid at 4
P.M. finished,

Friday 7th

Commences with very pleasant
weather. at 8 A.M. saw Sperm Whale
to windward, and at Noon lowered
boats. the Waste struck at 3 P.M.
got him along side and at Sundown
got him cut in,

Saturday 8th

At daylight commenced boiling
very pleasant nothing in sight -

Sunday 9th

Strong wind but pleasant at
4 A.M. finished boiling nothing in
sight. Lat 25.34

Monday 10th

Under double reefed Topsails with
a strong breeze from the Eastward
saw Finbacks

Tuesday 11th

Coopered & stowed down the Oil.
between-decks. light wind & pleasant

Remarks on board Wednesday 12th of May.

Fine weather with all sail set.
nothing in sight but Finbacks

Thursday 13th

Pleasant weather but nothing
in sight. Lat 25.15

Friday 14th

Light winds & calm saw Grampus
at 2 P.M. under the Main Top-sail
and bent the Old one. Lat 24.45

Saturday 15th

Light winds & very pleasant
nothing in sight. Lat 25.14 Long 124.50

Sunday 16th

Most of these 24 hours we
have had it calm and very
pleasant saw Grampus & a Finback

Monday 17th

The first part pleasant. Middle
& latter part strong winds and squalls
nothing in sight. Lat 25.45

Tuesday 18th

Strong winds & very rugged saw
Finbacks. under double reefed Top-sail

Wednesday 19th

At daylight kept off N.E. at 8
A.M. saw Whales going quick to
windward. lowered 12 boats but it
being so rugged could not come up
with them. so came on board
and at noon kept off again.
Lat 25.30

Thursday 20th

These 24 hours have been very
pleasant, but nothing in sight
at noon kept off N.E.

Friday 21st

Light winds & calm at 4 P.M. saw
a Finback. nothing more in
sight except Peter Barne's &
Dolphin caught one for supper.

Saturday 22nd

Most of these 24 hours we have had
it nearly calm saw Finbacks
and caught 3 dolphins

Lat 24.34 Long 124.13

Remarks on board Sunday May 23rd 1841.

All of these 24 hours we have it calm nothing in sight but Finbacks

Monday 24th



Commences with pleasant weather & several Finbacks in sight. at 8 P.M. saw a sperm whale, but could not come up with him before sundown too late to lower.

Tuesday 25th



Light winds & pleasant with all sail set at 10 A.M. saw more whales, going quick to leeward lowered the boats but could not get on, chased them till 3 P.M. then came on board. at 4 a strong breeze sprung up & we kept off. at 5 saw more whales, at sundown came within a 5 or 6 mile of them but too late to lower again.

Lat 25.15

Wednesday 26th

Strong winds & pleasant nothing in sight but Finbacks

Thursday 27th

Very pleasant with all sail set saw nothing but Finbacks

Lat 25.20

Friday 28th

The first part strong winds & squally middle & latter part pleasant. I saw several Finbacks. Lat 25.05

Saturday 29th

Commences with strong winds and squally middle and latter part pleasant many Finbacks in sight wet hole as usual. Lat 24.40

Sunday 30th

The first & middle part latter part latter part strong winds & squally with some rain, nothing in sight

Monday 31st

Commences with strong winds and rain, at 2 A.M. spoke Schooner Launceston Capt. Jones, from Falmouth 13 days bound to the Bay of Islands

Remarks on board Tuesday the 5th of June 1840

All of these 24 hours we have had light winds & cloudy. at daylight saw Whalers going to windward & lowered the boats and chased them until the Ship nearly out of sight, but could not get on so came on board.

Lat 25.40

Wednesday 2nd

Light winds & cloudy nothing in sight

Thursday 3rd

All of these 24 hours we have had it raining & very unpleasant with Thunder & Lightning. all sail in

Friday 4th

The first part raining, middle & latter part light winds & cloudy

Saturday 5th

First & middle part calm latter part light winds & pleasant from S.E. Lat 25.40

Sunday 6th

Commences with pleasant weather at 4 P.M. saw whales coming to leeward, lowered the boats but it being so late could not get on. middle & latter part pleasant. at 7 in morning saw more whales lowered 2 boats. the starboard boat got up to one, but he had the first blow at her, and sunk us, the Starboard boat took her on board, and went after the Whaler. The Starboard boat struck a 40 lb Whale at noon got him along side and commenced cutting at sundown got him out in

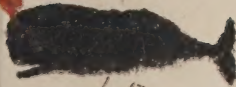
Monday 7th

At daylight commenced boiling, light winds & pleasant. Lat 24.53 Long 173.30



No 67

45



Remarks on board Tuesday the 8th of June

Commences with light winds and pleasant employed in boiling at daylight saw more whales lowered & chased them till 10 AM then the waste boat struck a 50 lb. whale. at noon got him along side. at sundown got him cut in.

Wednesday 9th

Very pleasant employed in boiling &c

Thursday 10th

Light winds & pleasant employed in making the Fore-castle larger in order to stow Oil in the Steerage.

Friday 11th

Very pleasant, stowed a tier of Oil in the Steerage, and one in the M. Hatch. was making us 2100 bbls. 36 months + 8 days out

Saturday 12th

All of these 24 hours have been raining with strong winds from the N. Northward, laying too.

Sunday 13th

These 24 hours have been much the same as the last. laying too with a Fore Sail & M. Topsail

Monday 14th

Most of these 24 hours have been raining nothing in sight.

Tuesday 15th

Pleasant employed in setting up shooks, and mending the M. Boat. saw Finbacks

Wednesday 16th

Employed as yesterday, nothing in sight but Finbacks.

Thursday 17th

Has been pleasant, employed in fitting barrels to stow in the run

Friday 18th

Cloudy with a strong breeze from the Eastward. under Double reefed Topsails

Lat 24. 54 Long 123. 40

Remarks on board Saturday June 19th 1841.

Commenced with strong gales from the Eastward
at 10th took in the g^l & mainsail
nothing in sight Lat 23.25

Sunday 20th

Much the same as the last, nothing
in sight Lat 24.25. Long 134.10

Monday 21st

Has been pleasant with a strong
breeze from N.E. nothing in sight

Tuesday 22nd

The first & middle part pleasant
latter part strong wind from the North

Wednesday 23rd

The first part strong wind
and cloudy middle & latter part
rain attended with Thunder & Lightning

Thursday 24th

Commenced with rainy weather
middle & latter part pleasant but
hazy nothing in sight.

Friday 25th

Pleasant with light winds
from S.E. nothing in sight.

Saturday 26th

These 24 hours we have it
nearly calm with a thin fog.
Saw one Finback.

Sunday 27th

The first and middle part
light winds and rain latter
part strong winds & Clouds.
saw Finbacks & Kitters

Monday 28th

All of these 24 hours we have
strong winds. took in the
topsails & unbent the Fore-sail
& bent on other one

Tuesday 29th

At daylight left off S.E.
with a strong breeze from S.W.
Lat 24.25 Long 130.41

Wednesday 30th

The first part strong winds
from S.W. under easy sail saw
nothing but Finbacks

Lat 25. Long 140.

Remarks on board. Thursday July 1st 1841

Commences with pleasant weather at 10 A.M. Tacked Ship to the Westward employed in reaving new braces &c

Lat 25.15 Long 140.20.

Friday 2nd

Light winds & pleasant. nothing in sight but Furibacks - employed in fitting Steering. Sails &c.

Saturday 3rd

34 months Commences with strong winds from and rainy weather from N.W. at 4 A.M. home kept off. East set whole Top sails & M.S. sent up the Fore Top, Galliot & Bar.

Sunday 4th

The first & Middle part thick & rainy. with the wind from N.W. at 4 P.M. the wind veered more to the Westward set the Fore & Main Top galliot Sails and commenced standing half Wacher. at daylight sent up the Fore Topmast. Studing Steering East for Otaheite.

Monday 5th

We have had light winds from S.E. with pleasant weather. at daylight set the Lower, Fore & Main Topmast, & Top Studing sails.

Tuesday 6th

The first & Middle part calm, rigged out new Gibbes & Fore Top Galliot-Stay. at 5 P.M. the wind veered to the S.E. took in the Studing sail. Latter part thick and rainy. Steering E by N.

Wednesday 7th

All of these 24 hours we had it calm and rainy at 4 P.M. hauled the Main sail up and double reefed the Top sails. so ends with very unpleasant weather.

Thursday 8th

The first part calm Middle & Latter strong winds & rain took in the Fore & Main Top galliot sails at 2 A.M. the wind hauled aft. at daylight set all of the Studing Sails set the M. Top Studing to the leeward. Steering East.

Lat 26.01 Long 163.41

Remarks on board Friday 9th of July 1841

These 24 hours we have had a heavy rain storm, and a strong breeze from S.W. attended with thunder & Lightning. Steering E by N with whole Topsails set.

Saturday 10th

The first & Middle part strong winds & rain from S.W. at Noon the wind veered to the Westward. Latter part nearly calm. Steering E by N.

Sunday 11th

The first and middle part calm and rainy. Latter part strong winds from the Southward with Studding Sails set below & aloft. Steering E by N.

Lat 25° 39' Long 155° 09'

Monday 12th

Strong gales from S.W. Steering E by N with a Lower Topmast & M.S.P. Studding set. Long by Chron 155° 12' = 7. Long by Obs 155°

Tuesday 13th

The first part strong winds from the Southward at 2 P.M. took in the Studding Sails and braced the yards some. Latter part light winds from S.W. Steering E by N. Lat 24° 50'

Wednesday 14th

Light winds from the Eastward standing to the Northward at 3 A.M. Tacked to the Southward.

Lat 24° 50' Long 154° 53'

Thursday 15th

The first part light winds from S.W. Middle part strong winds from the Northward steering East at 8 A.M. while splicing the M.S. Topmast Back-Stay saw a shoal of Sperm Whales, lowered the Boats. The Larboard & Starboard boats struck. at 4 P.M. got them along side & 2 new flukes ropes on them after parting one. Having a Gale of wind from S.W. &c Lat 24° 04'

Remarks on board Friday 16th of July 1841

Commenced with a strong gale from S.W., lay by the Whales all night and at daylight commenced striking, very rugged at 2 P.M. got them out in, Lat 24.13.

Saturday 17th

The first & Middle part strong winds and squalls steering East, employed in boiling &c. Lat 25. Long 149.38.

Sunday 18th

The first part strong winds from S.W. Steering East, at sundown finished boiling the lower & kept off S.W.E. at 3 P.M. commenced boiling the head, at 10 A.M. saw the Island of Toobouai bearing N.W. dist 20 miles, kept off for it, at noon finished boiling.

Monday 19th

The first part strong winds from S.E. at sundown luffed to the wind & stood off shore. at daylight kept off for the Land it being thick & rainy, at 11 A.M. sent a boat in, and got 4 bags & some bananas Yams & Potatoes being very scarce did not get any - at 3 P.M. kept off North for Otahite.

Tuesday 20th

The first part strong winds & rain from the Eastward, took in the Miz. Top & double reefed the Fore & Main, middle and latter part more moderate. at daylight made all sail & set the Fore & Top. It being thick & rainy, Lat 21.3 Long 149.30

Wednesday 21st

These 24 hours we have had strong winds & squally weather Steering N.W.E. Lat 19.10.

Thursday 22nd

The first part strong winds & squalls Steering N.W.E. at 11 A.M. luffed to the wind with the Main & fore aback, and double reefed the Topsails, at daylight saw Otahite bearing S.W. dist 20 miles, made all sail and kept off for it.

Friday 23rd

Running down the Land at 2 P.M. passed very close to a reef, so as to see the bottom, under us, put the helm hard aport and kept off, at 3 got up with Bent Venus took in the Top-Sail. Top-mast & Lower Mudding sails at 4 got up with the weather passage, sent a boat on shore for the Pilot, but he was up to the town, so came on board and lay off on

Remarks on board Saturday 24th of July

Commenced with strong winds; ran down the reef & hove aback, waiting for the Pilot sent a new Mainsail & M. Topsail. at Noon took the Pilot and went in, and found the following Ships lying here

The Sloop of War, York Town, bound for the Bay of Islands.

Ship Canton N.B. 31 months 2150.5

" Richard Michel 24 " 800

" Cumbra N.B. 26 " 1400

Barque Columbus N.B. 14.. 400

Ship Brandt " 14 " 400

Charles Frederick, 31 " 2800. full

Sunday 25th Reported that there were several cases of the Small Pox. All but a boat crew on shore

Monday 26th Sent 24 Pipes on Shore for water

Tuesday 27th Scraping the Mast and main

Wednesday 28th Got of water & wood

Thursday 29th Sent a boat trading the

other side of the Island for Beans and sold an old Boat for 508 = 36 Bbls of Potatoes

at 3 P.M. there came a double Canoe from point Venas, having 2 men in one of them paddling, and in the other a man sick

with the small pox, after having a consultation on shore they consented to let him land

but burst the Canoe that he came down in

The Capt Mate and several of the Ships company went on shore to be

vaccinated - Could not get liberty on shore on account of this disease

all of the Ships leaving the Harbour as soon as possible,

Friday 30th

At daylight hove short, waiting for the Pilot to take out 2 other Ships at 9 A.M.

Took the Pilot, weighed Anchor and towed out of the Harbour it being calm at the time

so here we lie outside of the reef becalmed with 2200 Bbls 38 months out bound to America

in company with the Charles Frederick

Saturday 31st

These 24 hours we have it nearly calm at daylight saw Sir Charles Sanders

Island, bearing N.W. dis 20 miles Ones and Tachite were also in sight.

Remarks on board Sunday August 1st 1841.

All of these 24 hours we have it nearly calm being to the westward of Enebo dist 18 miles

Monday 2nd

Very pleasant, with a light breeze from S.P.W. at daylight saw a sail ahead supposed her to be the Charles Frederick, so ends employed in making new Bow Sprit shrouds & Tackles & Enebo to the Leeward

Tuesday 3rd

Light winds & pleasant lost sight of the Land. saw Finbacks & porpoises

Lat 18.45 Long 148.50

Wednesday 4th

pleasant winds from S.E. saw Finbacks at 5 P.M. tacked Ship to the S.W.

Lat 19

Thursday 5th

Light winds and pleasant heading S.W. sent down the Main Top Gallant Yard & fitted it. and sent a new Fore Top sail.

Lat 19.30

Friday 6th

Very pleasant with a breeze from the Eastward unbent the Miz. Topsail and mended it - saw several Finbacks - Lat 20.10

Saturday 7th

Strong winds from E.N.E. steering S.E. saw Finbacks Lat 21.45 Long 148.20

Sunday 8th

The first & middle part strong winds and rain, with lightning from the S.W. steering S.E. at 2 P.M. saw High Island bearing S.S.W. dist 30 miles at 4 P.M. kept off S.E. and set a Topmast. Budding Lail each side, with the wind from S.W.

Lat 23.15 Long 148.30

Monday 9th

The first and middle part strong winds from W.N.W. steering S.E. Latter part all hands employed in lashing up the boats, took in the Waste boat and put her over head & other preparations for Cape Horn. Lat 24.58 Long 145.30

Tuesday 10th

The first and middle part strong winds from S.S.W. steering S.E. with a heavy swell on Latter part light winds, employed in making a sail to go over head, aft

Lat 26.28 Long 144.28

Remarks on board, Wednesday, August 11th 1841.

Commences with light winds from S. by E. Steering S. E. at 4 P.M. saw Opaso Island bearing South dist 40 miles. kept off E. S. E.

Thursday 12th

The first and middle part strong winds and squally. Steering E. S. E. at daylight buffed S. E. saw land bearing S. W. dist 30 miles - at noon saw the 4 Browns bearing S. by E.

Lat. 27.30 Long 142.59.

Friday 13th

Strong winds and squally from S. W. at 5 P.M. took in Lower Studding sail. & lost sight of the Land. Employed in mending sail.

Lat 29.42 Long 140.50.

Saturday 14th

Strong winds & cloudy, at 3 A.M. had a pretty severe squall from S. W. which split the Fore Topmast Studding Sail & blew away the Fore Topgallant Sail sent down the Yard and Mast.

Lat 33.22 South Long 139 West

Saturday 14th

The first and middle part strong winds and squally, at daylight set the Top Mast Studding S. Steering S. E. by South rather coolish which makes us for a stone in the Cabin Lat 35.30 Long 137.40

Sunday 15th

The first and middle part strong winds and squally at 5 P. reefed the Main sail and double reefed the Main Top sail steering S. E. by S.

Lat 34.22 Long 135.33

Monday 16th

The first and middle part squally, latter part pleasant employed in mending sails at noon. The wind veered to the S. W. set the F. Top - Third steering S. S. E. Lat 38.30 Long 134.20

Tuesday 17th

Commences with squally weather from S. W. took in the Topmast. Paid S. & braced the yards Steering S. E.

Lat 40.30 Long 133

one
day
gained

Remarks on board Wednesday August 18th 1841

Commences with strong winds from N. E. steering S. E. through the night parted the Fore Sheet. Gilt. Sheet, Staysail & M. T. Gallies sheet - hauled the Top Gallies Sail. and at daylight reefed the Mainsail - Lat 42.50

Thursday 19th

Strong winds from the Southward with frequent squalls of Hail & snow at daylight set a whole Mainsail. Steering E. S. E. Lat 43.46

Friday 20th

Wind from the Southward with hails squalls at daylight the wind veered to N. E. set the Fore Top Mast Studding Steering S. E. Lat 44.29 Long 123

Saturday 21st

Light winds. Middle & Latter part Calm. Saw a Fairback

Lat 45 Long 122.40

Sunday 22nd

At 4 P.M. the breeze sprang up from the Northward set the Top Steering Steering Sail Steering E. S. E. Lat 46.34 Long 119

Monday 23rd

These 24 hours we have had the wind from the Northward with thick drizzle weather Steering Ob. S. at the rate of 7 knots Lat 47.45 Long 115.40.

Tuesday 24th

The first part much the same as the last. Middle & Latter part light winds from the westward. set the Lower Steering Sail Steering Ob. S. Lat 48.30 Long 113.32.

Wednesday 25th

At 1 P.M. the wind veered to the N. W. and blew quite brisk with a thick fog forced down the Topsails and double reefed & reefed the Mainsail Latter part more moderate made all sail Steering East Lat 49 Long 109.20

Thursday 26th

The first and middle part thick & foggy Latter part set the Lower steering Sail. at Noon the wind breezed fresh from westward which caused us take in the Steering Sails. and double reef. Steering East. Lat 49.52 Long 105.42

Remarks on board Friday August 27th 1841.

The first part pleasant set whole Topsails and
M. S. & C. sail. Middle & Latter part squally
from the Westward, steering East took in the
Third sail & M. S. & C. sail parted the Fore Topmast sheet
Dist 145 miles Lat 50.24 Long 101.13.
Lat 28th

All of these 24 hours have been squally from
the N. E. W., steering East under double reefed
Topsails. at 2 A. M. shipped a sea over the quarter
and washed away the Pinacle but soon replaced it
so ends with a continual run of water over our decks
Lat 51.09 Long 99.2

Sunday 29th
Very heavy hail squalls from S. W. running
under double reefed Topsails and a heavy sea
on Steering E. Lat 51.22 Long 92.45.

Monday 30th
Commences with fresh gales from S. W.
steering S. E. at 8 P. M. called all hands
& handed the Fore sail & Fore Topmast and hove
her too with very heavy squalls attended with
hail, at 5 P. M. just at daylight, we shipped
a very heavy sea, which washed away our bulwarks
carried off our 2 quarter boats, and smashed the
other too that we had over head, leaving us
without a whole one, it also washed away our
Main & After hatches, which caused us to keep both
pumps going for 2 hours before we could free her
2 men got considerably bruised and we lost several
gunners & c. c. Lat 51.04 Long 92.42

Tuesday 31st
Lying to with strong gales from S. W.
employed in clearing our decks and mending
the Pinacle &c. at 5 A. M. the wind veered
to the N. E. W. wore ship & set double reefed Topsails
steering E. by S. with thick foggy weather.
Lat 50.42 Long 91.39.

Wednesday 1st of September
Commences with thick foggy weather
turned out the reefs & set the Top Tudding
& M. S. & C. sail so ends employed in mending
hatches &c. Steering E. by S.
Lat 52.08 Long 87.39.

Hove the try work over board
and put the P. S. below

122
Remarks on board Thursday Sept 2nd 1841

Commences with strong winds from S.W. with thick hazy weather. Latter part pleasant with a light breeze. Steering S.W.

Lat 53.35 Long 84.37

Friday 3rd

These 24 hours we have had light winds from the westward, with foggy weather at daylight set the lower Tudding Sail, employed in putting a square stern on one of our stowen boats

Lat 55.03 Long 81.50

Saturday 4th

Light winds and foggy weather from the westward. Steering S.W. and employed in caulking some of the opened seams which keeps our berths continually wet. at 4 P.M. finished the boat and put her over board.

Sunday 5th

Lat 55.38 Long 79.22

Commences with a light westerly wind and foggy weather at 4 A.M. the wind veered to the N.W. braced the yards, some and and took in the Lower sail, at Noon kept her E.N.E. Lat 57.48 Long 75.48

Monday 6th

Begins with strong wind, and cloudy weather at 10 P.M. took in the light sail. Middle part strong gale, with thick foggy weather double reefed the Topsail, & reefed the Main Sail. Latter part clear made all sail with the wind from the westward

Lat 58.22 Long 69.09

Tuesday 7th

These 24 hours we have had frequent squalls of Snow and Hail at 4 P.M. spoke the ship Mercury of N.B. Flashed Master 100 days from home with 50 lbs. kept off again again and set the Top Tudding S.W. Sail. Middle part strong winds and squalls double reefed the Topsail and reefed the Main Sail. at 3 A.M. passed a Brig bound to the Pacific. Lat 57.41 Long 63.20

Wednesday 8th

The first part squally with the wind from N.W. at 3 A.M. we had a heavy squall attended with hail and snow. hauled the Fore & Miz. Tops and close reefed the main. Latter part more moderate at daylight made sail, and at 8 A.M. saw a very large Island of Ice which appeared to be twice as high as our Mast-head, passed within 4 miles of it. Lat 56.20 Long 59

Remarks on board Thursday 9th of September 1841

Commences with strong Gale from N. E. at 3 P.M. double reefed the Topsails at sundown hauled the Fore & Miz and run her under easy sail on account of the Ice. Latter part more moderate made all sail steering N. E. saw several Finbacks
Lat 54.58 Long 57.09

Friday 10th

The first and middle part light winds & calm. Latter part we had a pleasant breeze from the Southward at daylight set the Schoomast & Lower Studding Sails steering N. E. Lat 53.45 Long 55

Saturday 11th

The first part nearly calm, Middle & Latter part light winds from the Eastward. Standing on the wind to the Northward. Saw a Finback
Lat 52.45 Long 54.10

Sunday 12th

The first and middle part light baffling winds with considerable snow & hail at sundown double reefed the Topsails standing to the Eastward at daylight the wind veered to the Westward made all sail steering N. E. Lat 52.14 Long 53.50

Monday 13th

The first part calm Middle and Latter part strong winds with rain from the Eastward double reefed the Topsails.
Lat 51.50 Long 52.

Tuesday 14th

The first part commences with thick and foggy weather at 5 P.M. a light breeze sprang up from the westward at daylight set the Schoomast & lower Studding Sails steering N. E. Lat 51.9 Long 52.40

Wednesday 15th

These 24 hours have been pleasant with light winds from S. W. steering N. E. Lat 50.14 Long 52.

Thursday 16th

At Noon the wind veered to the Northward tacked Ship and stood to westward. at 11 P.M. the wind shifted to the N. W. steering N. E. at daylight saw a Ship ~~saw a ship~~ off our larboard bow standing in the same direction with us at 10 A.M. she went out of sight ahead of us
Lat 49.20 Long 51.50

Remarks on board Friday 17th of September

Commences with light winds from S.W. steering N.E. middle and latter part had the wind from the Northward standing to the Eastward
Lat 43. 5

Saturday 18th

The first part commences with strong winds from the westward going at the rate of 8 knots on a true light breeze. Middle part the wind veered to S.W. set the Top Studdingail. Later part light winds steering N.E.
Lat 45. 59 Long 43. 13

Sunday 19th

Light winds from N.W. took in the Studdingails and braced the Yards steering N.E.
Lat 45. 15 Long 44. 30

Monday 20th

The first part calm. at 10 P.M. a breeze came from S.E. Made all sail steering S.E.
Lat 45. 33

Tuesday 21st

Commences with strong Gales from S.E. at 2 P.M. took in the M.S. & Top Studdingail at sundown it increased to a gale double reefed the Fore & close reefed the Main Topsails, and send her through the night steering N.E. making 220 miles dist
Lat 40. 20

Wednesday 22nd

The first part much the same Middle part more moderate set double reefed Topsails at daylight made all sail steering N.E.
Lat 38. 21 Long 39. 17

Thursday 23rd

These 24 hours we have had light winds and pleasant weather from S.E. at daylight set the Lower Studdingail steering N.E. by N.
Lat 36. 24 Long 35. 50

Friday 24th

All of these 24 hours we have had light baffling winds from E. to S.E. with all sail set steering S.E. employed in knotting yards and Mending a boat
Lat 35. 28 Long 35. 30

Saturday 25th

Most of these 24 hours we have had light winds from S.E. steering N.E. employed in making springarn at Noon finishes the boat
Lat 34. 17

Remarks on Board September, Sunday, 26th 1851

The first part calm; at 4 P.M. saw a ship off the Starboard quarter appeared to be standing to the Northward at dark lost sight of her middle and latter light winds from N.E. standing to the S.W. Lat 34. 35 Long 36. 17.
Monday 27th

Commences with light winds from N.W. Steering N.E. Latter, strong wind employed in hauling and shending the Bulwarks Lat 34. 04 Long 34.
Tuesday 28th

The first and middle part strong winds and cloudy from S.W. at 4 A.M. the vessel to the S.W. set the Topmast and Lower Studing in Steering S.E. Lat 32. 40 Long 32.
Wednesday 29th

These 24 hours we have had a steady breeze from S.E. Steering S.E. by E. sent up the Fore Top Gallant Mast. Runt an sail. Lat 30. 50 Long 29.
Thursday 30th

Very pleasant with a brisk wind from S.E. and all sail set at daylight kept off N.E. all hands employed in making spungarn. sent down the cutting penknives and painted the bulwarks. Lat 29. 59 Long 27. 35.
Friday 1st of October.

Commences with a pleasant breeze from S.E. with all sail set steering S.E. employed in making spungarn &c Lat 27. 35 Long 25. 52.
Saturday 2nd

A pleasant breeze from S.E. steering N.W. by E. set the Top Gallant Studding sail and put the Waste boat on the Starboard cranes, and the dinkies over the stern at Noon saw a ship standing in shore Lat 25. 30 Long 26. 20.
Sunday 3rd

Wind a weather, much the same yesterday at 10 P.M. passed a ship standing on the wind to the Southward at daylight set the N.W. Top Studding sail. at 11 A.M. saw another ship. Lat 23. 00 Long 26. 50.

166
Remarks on Board, Monday 4th of October 1841

Commenced with a pleasant breeze from S.E. with all sail set steering S.E. all hands employed in fitting rigging. Latter part light winds and calm.

Lat 21. 06 Long 26. 58

Tuesday 5th

All of these 24 hours we have had light winds from the Eastward saw a sail to the windward standing to the Southward. so end all hands employed as yesterday.

Lat 19. 53 Long 26. 40

Wednesday 6th

Most of these 24 hours we have been close hauled on the wind steering N.E. with a light breeze. J. G. Studdards set.

Lat 18. 09

Thursday 7th

Light winds and very pleasant. Steering N.E. Employed in painting and fitting the rigging.

Lat 16. 30

Friday 8th

Very pleasant weather with a light breeze from E.S.E. unbent the topsails & Foresail and bent the old ones, and the Spanker.

Lat 15. 30 Long 23

Saturday 9th

Light winds from E.S.E. with pleasant weather employed in the rigging &c. saw one "rainbow".

Lat 14. 19

Sunday 10th

The first and middle part cloudy with a light breeze from E.S.E. Latter part the ^{wind} veered to S.E. set all of the Studdingsails steering S.E. E.

Lat 13. 00

Monday 11th

A pleasant breeze from S.E. with all sail set employed in painting the Stern and rattling down the rigging. Steering S.E. E.

Lat 11. 08

Tuesday 12th

Employed as yesterday with a fine breeze from E.S.E. steering S.E. at 4 P.M. saw a ship standing to the Southward.

Lat 9. 14 Long 21. 58

Remarks on board Wednesday October 13th 1847

Commences with fine weather and a good breeze from S.E. at 5 P.M. kept off N.E. by N. one sail in sight standing to the Southward. no end employed in the rigging. Lat 7. 45 Long 28 10
Thursday 14th

Agreeable breeze from S.E. with all sail set steering N.E. by N. finished rattling down
Lat 6. 12 Long 30. 19

Friday 15th

Commences with a fresh breeze from S.E. and very pleasant. at 11 P.M. kept off N. by N. with all sail set. at 4 P.M. had the rigging all fitted and tarred after 2 weeks labour.

Lat 4. 24 Long 32. 20

Saturday 16th

^{sail} Fine weather and a steady breeze with all spread steering N. by N.

Lat 2. 27 Long 33

Sunday 17th

The wind and weather much the same as yesterday steering N. by N.

Lat 4. 5 miles South Long 34. 52

Monday 18th

Steady breezes & fine weather. steering N. by N. with all sail set. employed in painting the spars.

Lat 1. 55 miles North Long 36. 30

Tuesday 19th

Beautiful weather and a pleasant breeze from S.E. employed as yesterday and making a headboard.

Lat 2. 45 Long 38. 10

Wednesday 20th

Wind and weather much the same as yesterday employed in painting the head. Blacking the chains and giving the Bars a second coat.

Lat 4. 33. 8 Long by Obs 40. 10 west

Thursday 21st

The first and middle part light winds. Latter part calm. took on deck 8 empty pipes and filled them with water. in order to heel the ship. so as to paint her

Lat 6. 09 Long 41. 05

Remarks on board Friday, October 22nd, 1841

These 24 hours we have had light winds & calm
finished painting the Starboard side

Lat 5.30

Saturday 23rd

Calm and very warm. finished painting
outside Lat 5.49

Sunday 24th

Light winds and calm, saw Porpoises
Lat 5.02

Monday 25th

The first and middle part light winds
and calm. with rain attended with
thunder & lightning. Latter part employed
in scraping Stunnions.

Lat 5.20 Long 39

Tuesday 26th

These 24 hours we have ^{had} light winds from
the East. N. E. at daylight set all of the Stunnings
Steering N. N. W. Lat 8.40

Wednesday 27th

Fine weather and a pleasant breeze
from E. N. E. Steering N. N. W. employed
in painting inside.

Lat 10.18 Long 40.36

Thursday 28th

The first & middle part pleasant with a good
breeze from the Eastward Latter part light winds
employed in painting. Lat 11.30 Long 41.30

Friday 29th

These 24 hours we have had a pleasant breeze
from S. E. at 10 A.M. spoke a Brig⁵⁰ from the
Canaries bound to Barbadoes, saw another
Brig Steering N. W. so ends Steering N. W. by N
finished painting. Lat 12.41 Long 44.20

Saturday 30th

Light winds and pleasant with all sail
set Steering N. W. by N.

Lat 13.42 Long 45.

Sunday 31st

Very pleasant with a fine breeze from S. E.
Steering N. W. by E. at Noon saw a ship
steering N. N. W.

Lat 15.0 Long 46.10

Remarks on board. Monday November 1st 1841.

Commenced with a fine breeze and pleasant weather with all sail set. Steering S. by E. at Noon spoke the Brig. Baxter of Salem 17 days. bound to Para, boarded her and got some Potatoes & onions, her cargo was flour & Apples.
Lat 16. 26 Long 43. 50

Tuesday 2nd

Wind and weather much the same as yesterday. Steering S. by E. employed in painting the Cabin.

Wednesday 3rd

Lat 18. 05 Long 43. 49

The first and middle part light and pleasant latter part a strong breeze from S. E. employed in planing and scraping the decks. Steering S. by E.

Thursday 4th

Lat 19. 30 Long 40. 10

These 24 hours we have had a breeze from the S. E. with frequent spots of rain. Steering S. W. employed as yesterday. saw 4 finbacks

Lat 21. 25 Long 38. 08

Friday 5th

Pleasant weather and a good breeze from E. S. E. Steering S. W. with all sail set.

Lat 22. 45 Long 33. 40

Saturday 6th

These 24 hours have been much the same as the last. Steering S. W. saw great quantities of Gulf weed.

Lat 24. 05 Long 35. 00

Sunday 7th

Fine weather and a pleasant breeze from the E. S. E. steering S. W. Latter part light winds. saw a sail off the Starboard beam.

Lat 25. 13 Long 30. 45

Monday 8th

These 24 hours we have had light winds & calm. unbent the Topmasts and Foresail and bent the new ones - saw a Ship standing to the Northward

Lat 26. 00 Long 35. 10

Tuesday 9th

These 24 hours we have had strong winds and squally weather at daylight set the Topmast & Topgallant Studding saw 2 sails standing to the Southward with the wind from S. S. E. Steering S. by E.

Lat 26. 43 Long 39. 00

19
Remarks on Board Wednesday November 10th 1841

Commences with strong winds from N. N. E. at sundown took in Top. Gallient ^{Sheet} Sails after breakfast turned up the boat and painted her so ends
Steering S. W. Lat 24. 22 Long 64. 50

Thursday 11th

First part strong winds and squalls. at daylight a Schooner passed within 6 miles of us. Steering S. E. at 9 A.M. spoke the Schooner William. Miller of Provencetown 6 days from Baltimore. bound to Antigua.

sent down the M. S. S. Sail and mended it so ends with the wind from N. N. W. standing to the westward. Lat 24. 30 Long 64. 50

Friday 12th

Begins with strong winds & squally weather at 5 P.M. double reefed the Topsails. standing to the N. S. W. Middle and Latter part more moderate. at daylight made sail with the wind from S. W. standing to the N. S. W. 2 sails in sight.

Saturday 13th

Lat 24. 10 Long 64.

The first and middle part light winds and calm at 2 P.M. the wind veered to the westward backed ship to the Northward. at daylight made all sail with the wind more to the Southward. Steering N. N. W.

Lat 24. 45 Long 68. 30

Sunday 14th

These 24 hours we have had strong winds with heavy squalls from the Westward with Top Sails furled. Steering S. S. W. Latter part light & calm.

Lat 29. 05 Long 64. 17

Monday 15th

Commences with strong winds from N. N. W. Middle part cloudy Latter part heavy squalls from the Westward. saw a ship standing to the Southward. at 9 A.M. double reefed the Topsail. and reefed the Main-sail at Noon more moderate. Lat 30. 00 Long 66.

Tuesday 16th

Strong Gale. from the Westward standing to the Northward under double reefed Topsails at daylight reefed the Main-sail. at Noon wore Ship to the S. W. hauled the Fore & Miz Topsail

Lat 31. 25 Long 66. 27

Remarks on Board Wednesday.. November 17th 1841

Commences with strong winds & squally weather from N.W. middle & Latter part more moderate at daylight made all sail. a Spanish Brig passed close to us Lat 30. 22

Thursday 18th

Most of these 24 hours have ^{been} calm. headed to the westward 2 sail in sight.

Lat 30. 20 Long by Obs 58. 15;
" " Chron 58. 22

Thursday 18th

Commences with light winds and calm 3 sail in sight at 4 P.M. spoke the Schooner Juno of Duckberg from Boston loaded with Apples & Potatoes bound to Key West. boarded her and got a barrel of A. & Potatoes. Middle & Latter part a light breeze from N.W. steering N. by N. Lat 31. 14 Long 58. 58.

Friday 19th

Light wind from the westward steering N. by N. saw a ship steering to the Southward. Latter part cloudy

Saturday 20th

The first part calm. Middle and Latter part rainy, with a breeze from S.W. set all the Studding sails, no Observation

Sunday 21st

Commences with strong winds from the Westward, took in the Stud Sail, middle and Latter part strong winds and clear from N.W. standing to the S.E.

Monday 22nd

Lat 34. 19 Long 59. 49
Commences with strong winds from N.W. At Noon Tacked Ship to the Westward. Middle and Latter part light winds & calm at 11 A.M. took a breeze from the Southward set all stud Sails. Steering N.W. by N. Lat 34. 20 Long 60. 11

Tuesday 23rd

The first part light winds & calm at 8 P.M. took a breeze from S.W. set the studding sails. Middle part strong winds and cloudy took in stud Sail. at daylight at the Fore Top-stud sail at 10 it blew clear of the yard. double reefed the Topsails steering N.W. one sail in sight. - all sorts of various weather Lat 35. 11 Long 62. 13

192
Remarks on board, Wednesday, November 24th 1891

At Noon set whole Topsails. Middle part calm and rain, with the Topsails on the caps. Latter part a breeze from the Northward standing to the Westward. Lat 36.55 - Long 72.11

Thursday 25th

The first and middle part strong winds steering N.E. at daylight saw 2 ships ahead standing to the Northward, at daylight the wind began to breeze from the Eastward, took in sail accordingly, and at noon had her under a close reefed Main Top-sail. Laying too, sent down the Fore T.C. Yard. Lat by L.R. 38.00 Long 73.09.

Friday 26th

The first part more moderate at 3 P.M. set double reefed Top-sails, and kept of S.E. by N. Middle part made all sail Latter part thick and foggy weather from S.W. nothing in sight at Noon sounded but found no bottom.

Lat 39.02 Long 73.00

Saturday 27th

Commenced with light winds from the Westward with cloudy weather saw two ships standing to the Southward, at 5 P.M. sounded and found bottom at 45 fathoms, took in the Lower & M.T. & 1st and sail. Middle and Latter part strong winds from N.W. at 3 A.M. double reefed the Top-sails at 9 spoke the Schooner Orator of Somerset bound to Savannah, and found by there reckoning that Montock Point bore N.E. distance 50 miles, wore ship and stood to the westward, double reefed the Top-sails. one other sail in sight standing to the Southward no observation.

Sunday 28th

The first & middle part more moderate with the wind from the Northward at 3 P.M. saw a ship standing to the Westward, tack ship and stood to the Westward, at daylight made all sail, sent up the Fore Top Gallant Yard. Latter part light winds in 50 fathom water. Lat 39.21 Long 72.44

Monday 29th

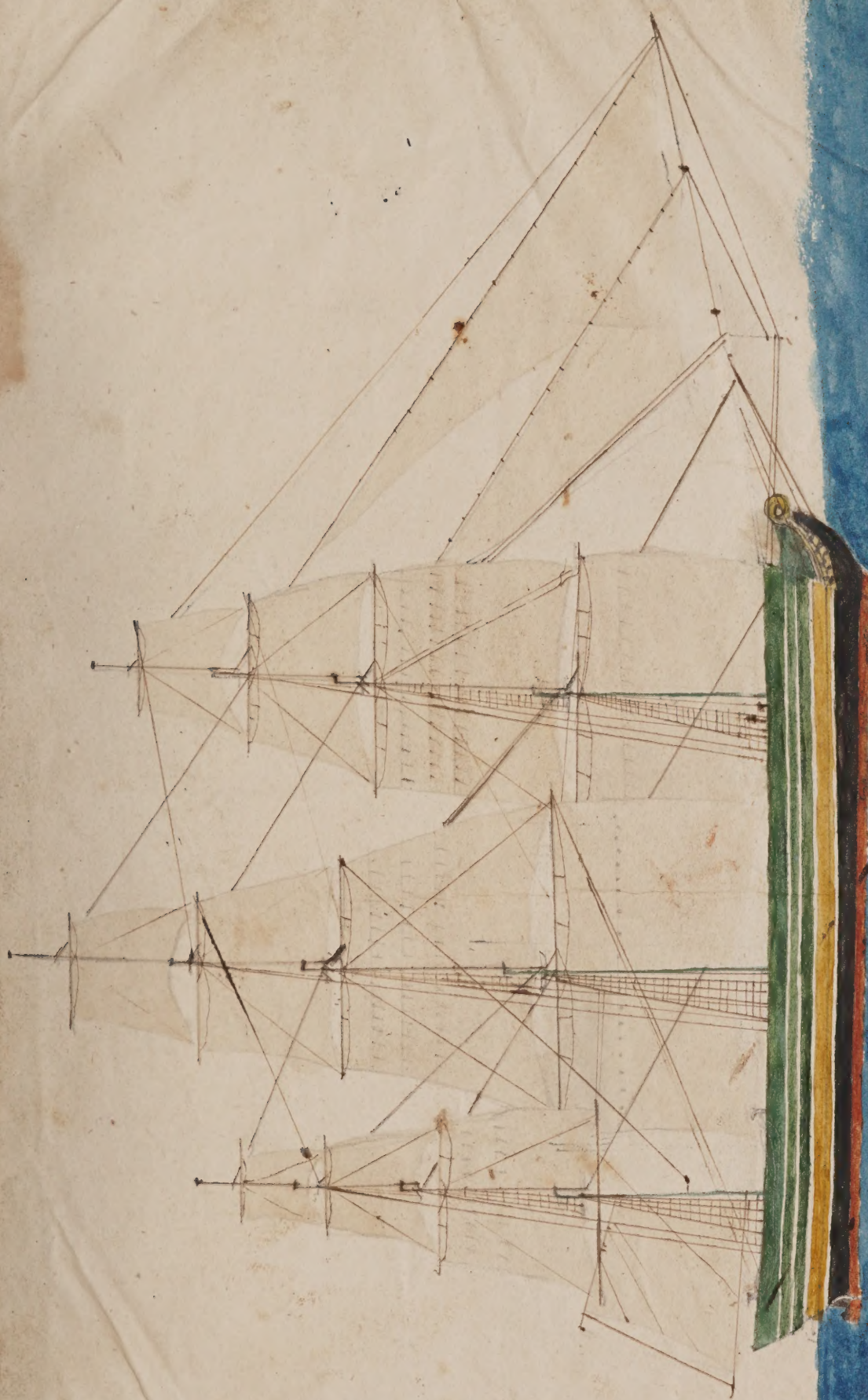
Commenced with light winds from S.E. at 10 P.M. sounded and found 30 fathoms at 11 wore ship to the S.E. commenced heaving took in sail accordingly at 3 A.M. had her laying too under M. Top-sail & stay-sail. Blowing a severe gale from S.E. attended with rain, hail, & snow, and a very heavy sea on.

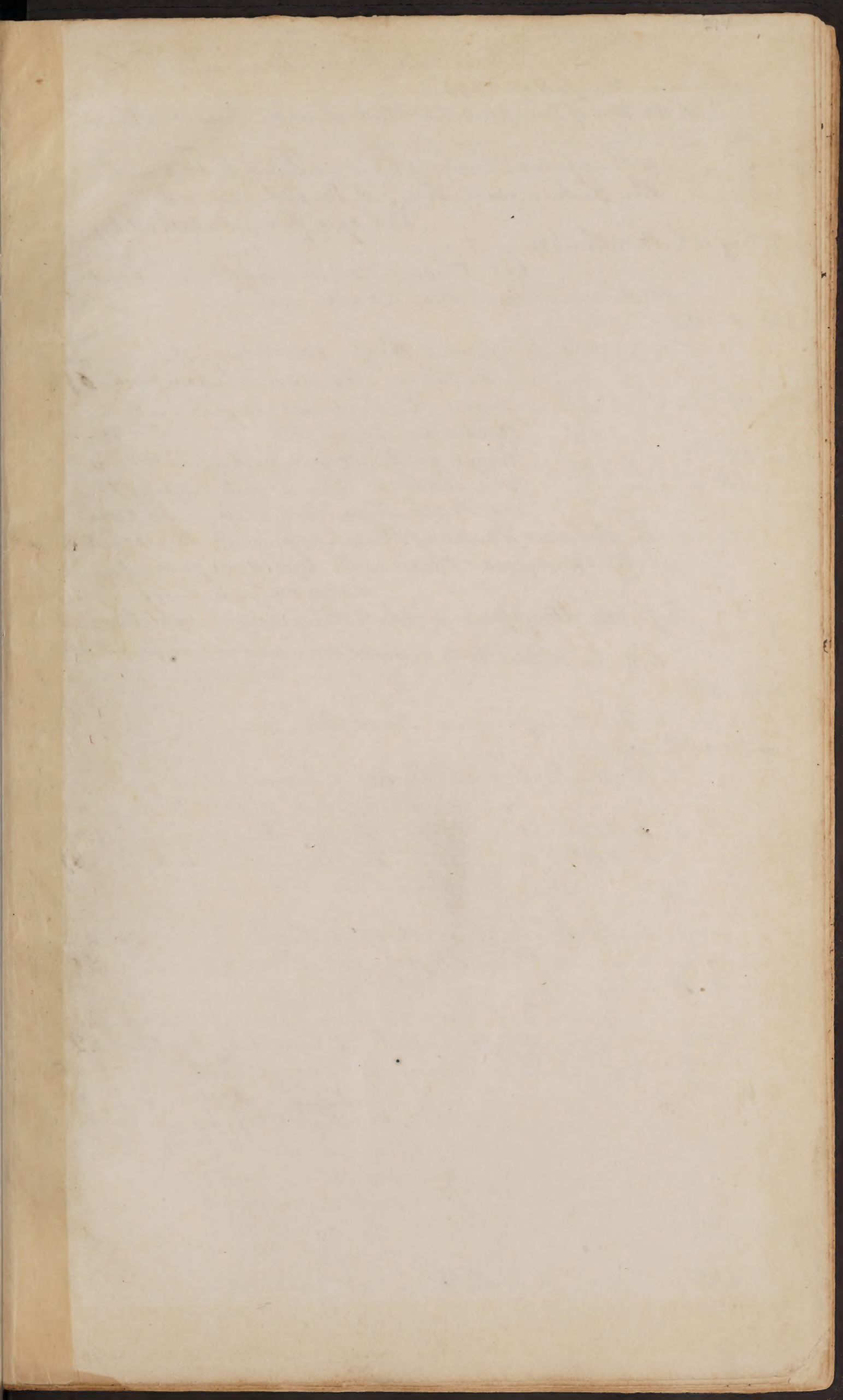
(No Obs)

Remarks on board, Tuesday, November, 30th 1841.

The first part strong gales from N.E. laying too. Middle part more moderate, set close reefed Topsails & Fore-sail, at daylight saw a ship off our weather bow standing to the Northward. latter part made all sail. Heaving sharp on the wind, N.E. at Noon the Lat was 39. 32 and Long of 72. 09 with a clear sky in the N.W. and every prospect of getting in tomorrow & other sails in sight to the leeward
Wednesday 1st of December

The first, & middle part a pleasant breeze from N.W. standing in shore at daylight saw Block Island. 2 points of our weather bow dist 20 miles. at 9 A.M. took a Pilot and kept off for Gay-head with all studding sail, set fine weather and a great many sails in sight at 10 P.M. came to anchor off the ~~cove~~ cove (it being entirely calm ^{the} time) without starting sheet or tack at daylight a light favorable breeze ~~started~~ took anchor and arrived at Edgar town ~~about~~ about noon. after laying at Holmes Hook a few hours here I met ^{with} my Brother Henry. who gave me ^{the} very unpleasant tidings of my mothers death.





Trees sold from Nursery.

Late in the fall of 1846.

Sold to sons of Temperance two Locust Trees at 25^{cts} each = 50.

in the fall of 1847. to Benjamin Snow. 1 Cherry. 1 Quince budded with the Bullcrative Pear. 4 Peach budded with Coolidges favorite each 1 shilling 50.

20th of 12th Month, 1847 Sold Elisha Smith ~~eight~~ four hundred seedling Locust trees at 4 cts each = 88.00
4th Mth 1st 1848

Sold to James Ross - one Cherry tree 50 cts
" " William Harris " and one peach 67 cts
" 3rd " " James H Barnard eight Peach and one Cherry tree 81 .. 82 t
" 7th " " George North 30 Locust 1 shilling each 81. 00
" 10th " " John Paddock two Locust trees. and four Peach trees, two of them budded with Bolmers Washing Plum, one with Morris's white rare ripe. and one with Coolidges favorite each one shilling 1.00
" - - To Josiah Sturges 5 seedling Flowering Locust trees 25
5th Mth 15th Sold to William North 6 Locust trees at 25 cts each 1.50

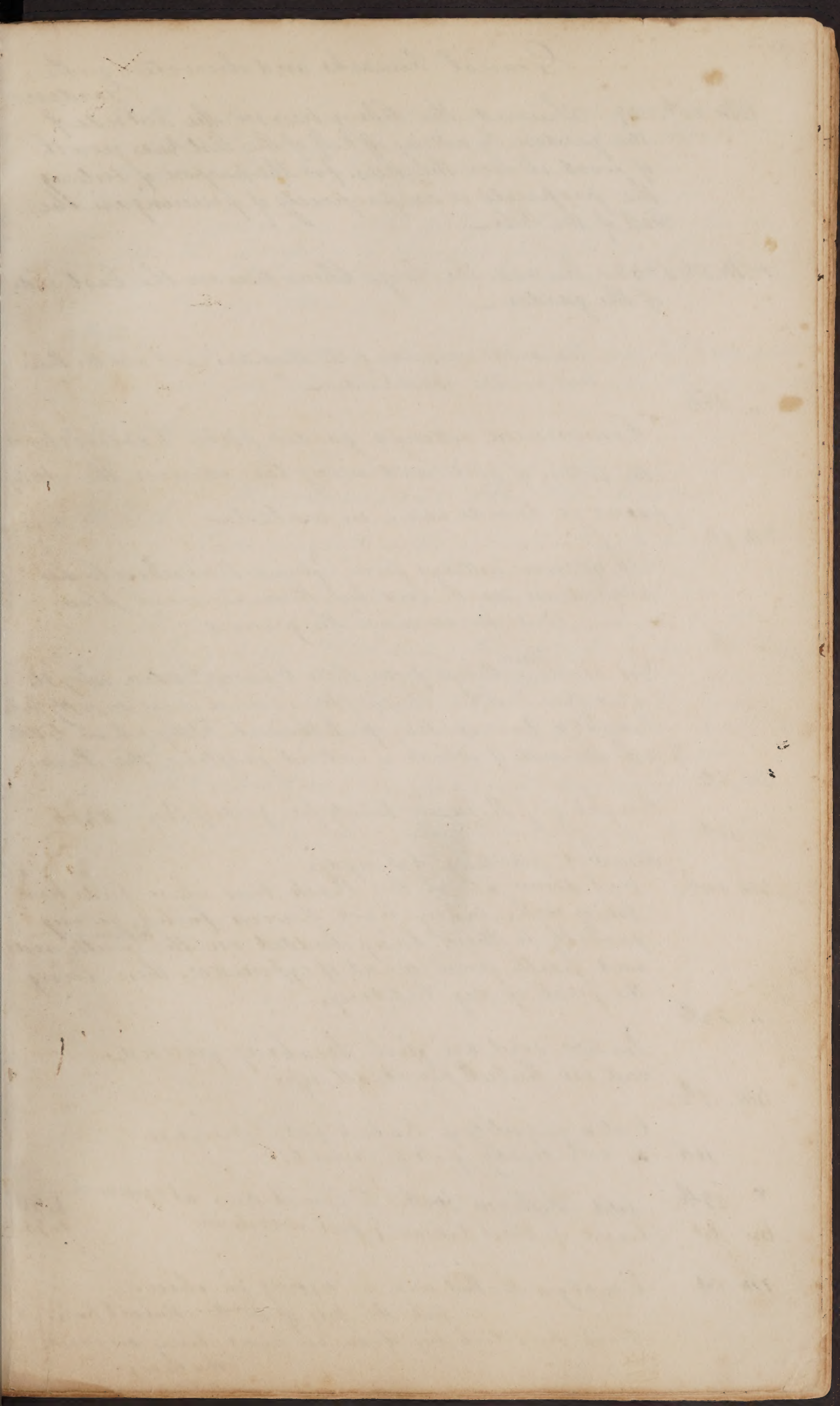
1st Mth 16th To B. Coffin. one Locust Tree = 50
13th Mth 15th 49

Sold to James Ross 3 Locust trees 75
" James Thompson 1 Locust tree 50
2 Peach 50. two cherry 81.00 = 1.50
1 Apple 25 " Quince 1 shilling each 57
" 17th one Pear tree - 30

" 19th Sold to James Ross 1 Peach 25
" " D G Hupez. 1 Plum 30

" 24th " " G O Dunham 4 Cherry trees 50 each 2.00
" 30th " " Allen Hallet 1 Cherry 1 apricot 2 Peach 1.25
" 31st " " D G Hupez 1 Cherry 1 Peach 50
4th Mth 10th " " " Quince " Apple - 50

Oct 12. the balance to be paid in butter
" " Joseph Cuyron 11 Locust trees 44.40
" " Peleg Mather one plum 30.
" " Doct Rector " Locust 60
" 25th " " D G Chare " Peach 25
" " D G Hupez " Pear 25
" 28th " " G W May " Locust 62



General Remarks and observations on the
Garden

Nov 20th. 1847 Pruned the Cherry trees on the West side of the garden, by cutting off half of the last years growth of wood, all over the trees, for the purpose of testing the propriety or impropriety of pruning in the Fall of the year—

1st M. 3rd. 1848. Pruned the large Cherry trees on the East side of the garden.

" " 14th Pruned the remainder of the Cherry trees and also the Peach trees in the North Garden

" 25th
Commenced setting a garden fence. having chored
the bottom of posts. and using tar. wherever the string
pieces or boards come in contact.

3 M 7th
Took off some cuttings from Quinic trees & Rose bushes
packed in earth and put them in a cool place
some snow on the ground

Got some Quince cuttings from Peter Chas. Garden, High St.
and from Seth Bliss's trees which were mostly Suckers.
Bought a Quince tree of Nathaniel Fitzgerald = 50 cts
on the roots of which I intend grafting the Pear.

4m 5th
10th Bought of J. B. Swain twenty five yards of Bay 84.00

10th
4m 14th
28th

Finished planting Asperigas.
Cut down all of the Peach trees whose buds have
taken well, many have however failed, owing
probably to there being budded on the south side ^{of them}
and partly from want of experience, these being
the first of my budding.

Apr 14th Cut down all of the Peach trees whose buds have taken well, many have however failed, owing probably to there being budded on the ^{of them} south side and partly from want of experience, these being the first of my budding.

Quince seed are just breaking ground.
and 120 Rubus plants all up.

5 PM 10th and 120 rubus plants all up.
12 H. Cut a quantity of Rubus and Asperigan.
A very heavy gale of wind.

"	15 th	Sold William North 5 Locust trees at 25 cts each	1.50
6 th	1st	bought of Albert Coleman 7 fowl - at 25 cts each	1.75

6m	1st	bought of Albert Coleman 7 fowl - at 25 cts each	1.75
----	-----	--	------

7th 1st
Employed the last week in digging in clover. .
took the tubs off the the Rutab Rootz.
Peach trees look very badly. an insect having devoured
the leaves.

Remarks &c

197

10 M 28 have been employed the last few day in cutting bandages from my Peach trees which seems to have taken finely

11 M 1st

finished a cellar which I have been building for the purpose of keeping plants in through the winter having 100 monthly rose bushes & 100 Geraniums 100 Orange trees &c.

12 M 22

A snow storm the first for the season. ~~and~~ a coal fire in the cellar the first for the season

3 M 14th 1849

The mason commenced building the chimneys to the house.

" M 16th

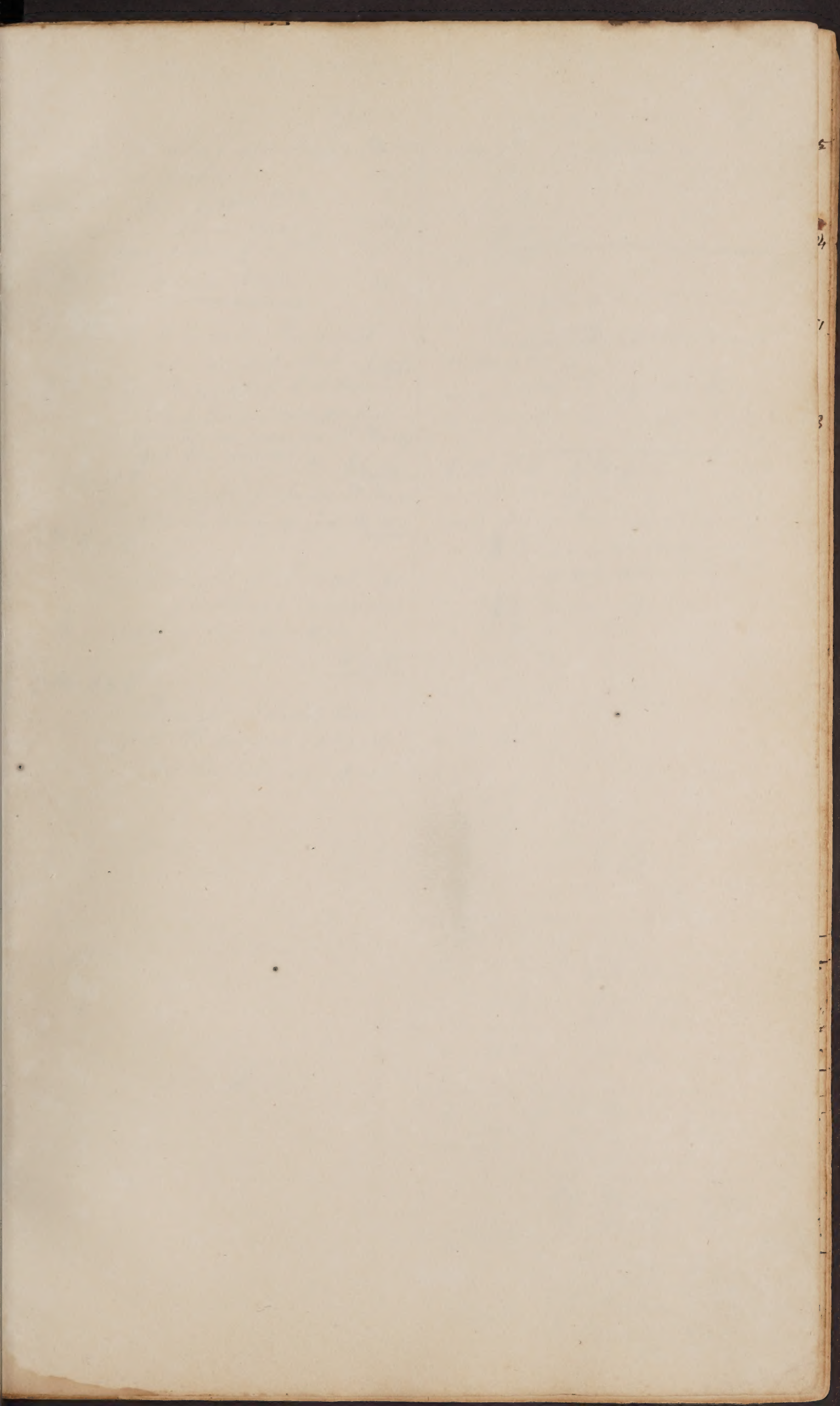
Commenced setting out Peach trees at the west of the house the first 12 are loodeges favorite. the next 3 are Morris white favorite, the next 3 are Lady ann Steward, the next 3 are Late Hamra the next 4 are Grossmignone the next 7 are early rose or strawberry the next 5 are Crawford early All the rest are Native kinds & Harpark apricot

13 M 30th

The Carpenters commenced working on the house

4 M 23

Set out a few Strawberry vines & some boy.



Poultry Establishment from 9m - 13th 1849

99

Dr

to 30 hens at 25 cts each - \$7.50
 " 10 Cocks " " 2.50
 9m 13th to 1 bushel Corn - 85
 12th 3rd " 2 1/2 " Corn - 1.87
 and 1 sack of canal - 1.00
 1m 18th 1 bush Corn 70

2M 3rd 2 bushels Buckwheat
 " " 1th at 80 cts. per bush 160
 Bought of C B Swain
 7 bush Corn = 70 cts per bush
 gave him an order on B Hursey
 for the amount = \$4.90

3M 31st Bought of James H. Ramsey
 3 bushels Corn at 60 cts. \$1.80

7M 2nd
 Bought of Isaiah Folger
 2 bush corn. at 65 cts & one
 sack of fine feed \$1.05
 \$2.36

7M 28th
 Bought 5 bushels Corn
 of C B Swain - at 70 cts
 per bushel. = \$3.50

Contra

Cr

12m 5th - 1 1/2 doz Eggs - 45⁵⁵
 " 11th - 1 1/2 " " - 45
 " 16th 1 " " - 28
 " 20th 1 " " - 28
 " 23rd 1 " " - 28 184
 1m 12th 1 " " - 25
 " 22nd 2 " " - 50
 " 27th set a hen - 13 eggs - 20
 " 31st 2 doz - 50 151

2m 6th 2 1/2 doz - 60
 " 23rd 1 doz - to C B Swain - 20
 " 27th 3 1/2 " at 18 cts = 63 = 143

3M 6th 4 doz = 72
 " 10th - 3 " = 54
 " set a hen 14 eggs - 21
 " 15th set a hen 13 eggs 18
 " " 4 doz at 10 shilling = 67
 " 25th 8 doz Apr 15 cts 120
 " 30th 1 " Lydia - 12
 31st 3 " Benjamin 36
 " 2 " Judith 25

3.25

4M 6th
 To B. Hursey 7 doz = 84.
 9th " Patrick 3 " 36
 11th " James Gordon - 3 " 48
 15th " B. Hursey 5 " 70
 17th " L. Hursey 1 " 12
 25th " " 2 " 28
 " " 3 " 42

320

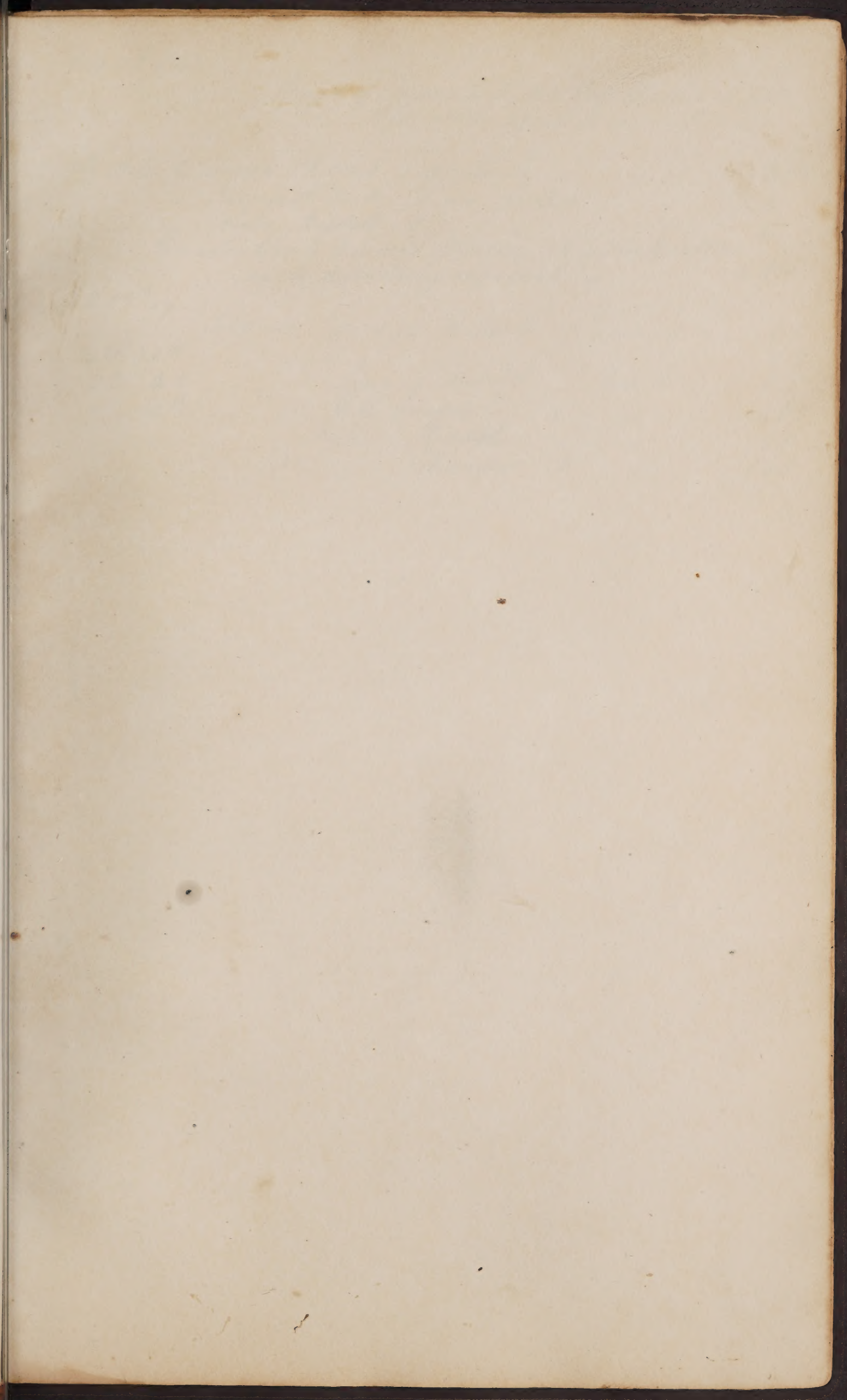
5M 11th To B. Hursey 7 doz 98
 6th 4th " C B Hursey 7 doz 148
 " 8th " B. Hursey 6 doz 84
 " 10th " C. Hursey 1 " 14
 23rd " " 1 " 16
 " 26th " B. Hursey 19 " 268

394

7 1st to C B Hursey 2 doz - 35⁵⁵
 10th " B. Hursey 5 doz = 90
 7. 14th " C B Hursey 1 doz = 18
 A. Sprague - 1 1/2 doz = 27
 7. 25 C B Hursey 2 doz 9
 26 B. Hursey 6 " 108

288

8th 6th to B. Hursey 4 1/4 doz = 76
 " " " L. G. Hursey 1 " 18
 " " C B Hursey " " 18
 8. 20 " B. Hursey 6 " 108



3M 11th 1848.

Bought of James Hall. 103 Rose Bushes in pots.
for which I paid him — \$12.00

15th Sold to Louisa Mitchell 1 rose bush — — — 30cts
 " " George F. Worth 6 rose bushes 1. 50
 " " Louisa Mitchell 2 " 40
 Charles Clark has sold for me 15 rose bushes at 25cts
 each deducting 10 percent = 3.38

3M 15th 49

Sold to George F. Worth 1 Geranium - 25

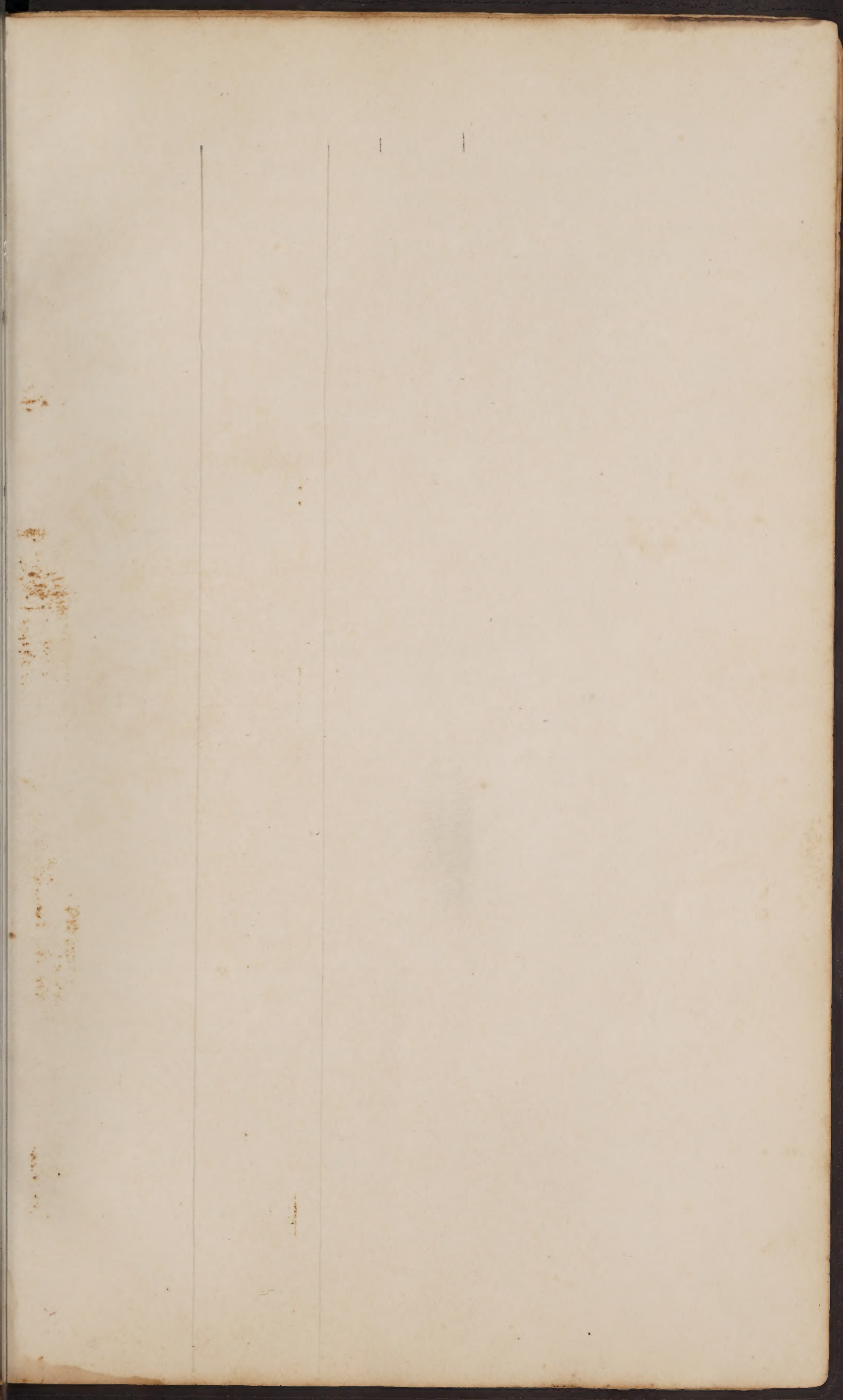
4M 17th " " " " " Rose Bush 25

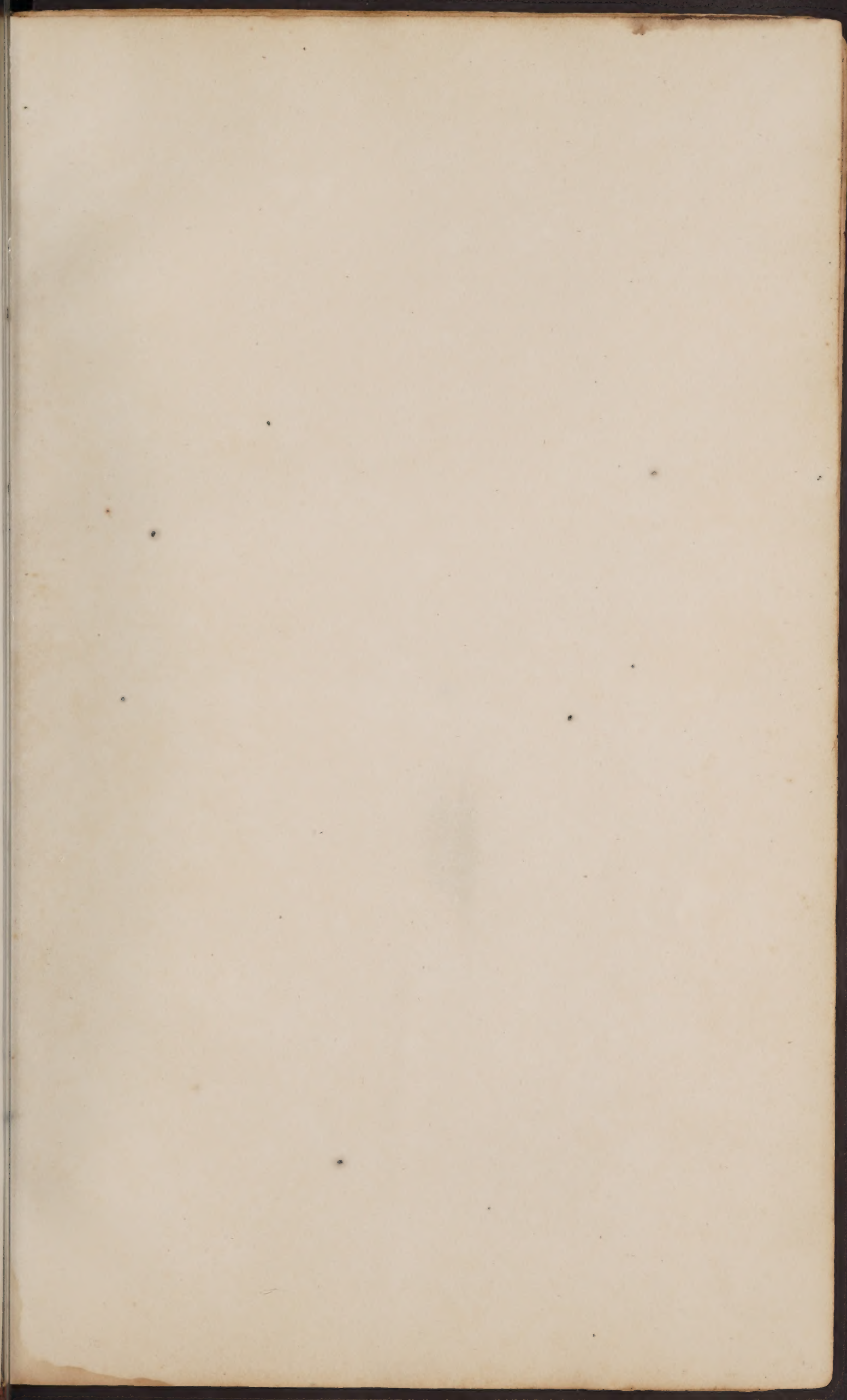
6M 2nd " " Louisa Mitchell " Rose Bush 25

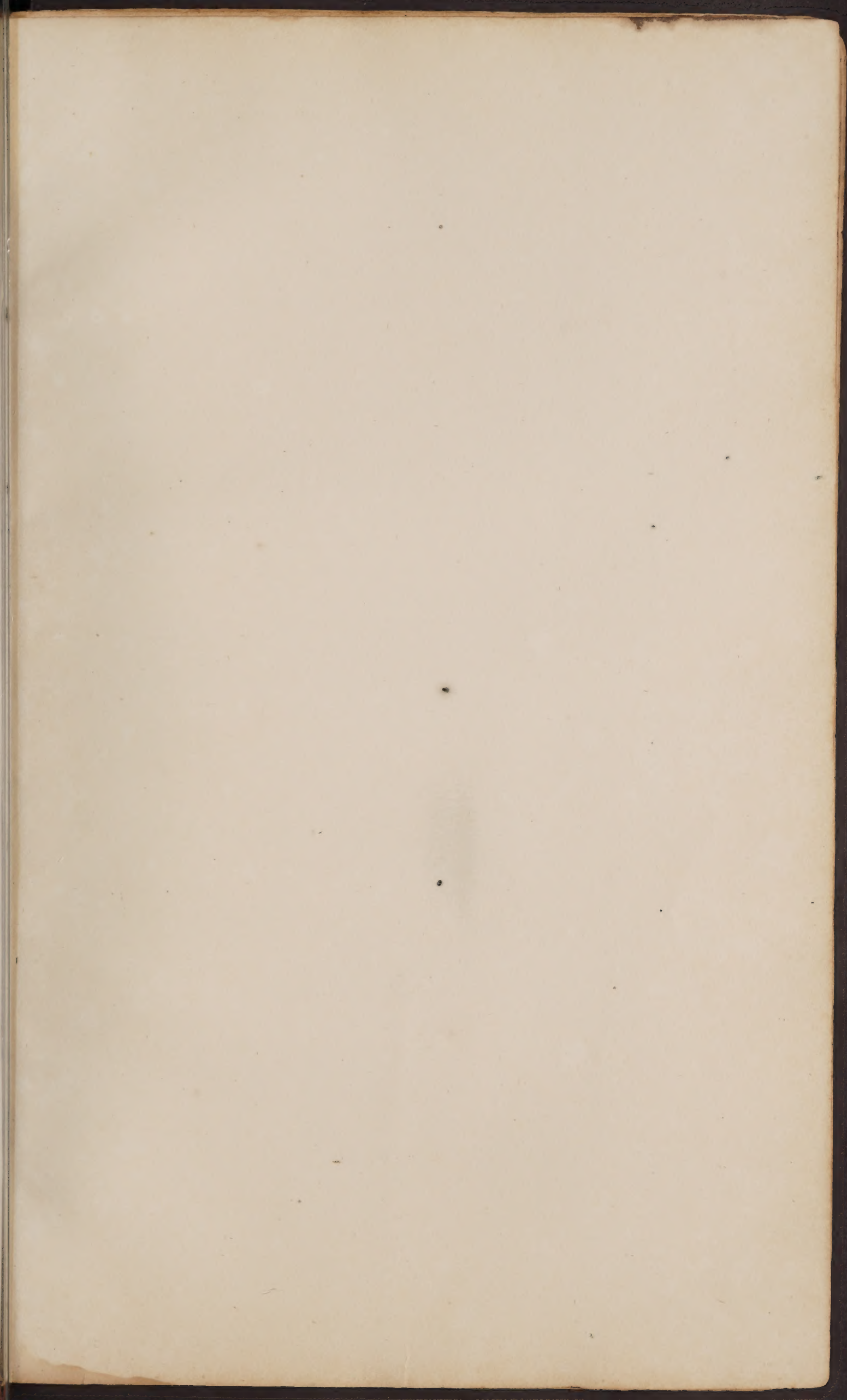
" 10th " " O C Swain " " 50

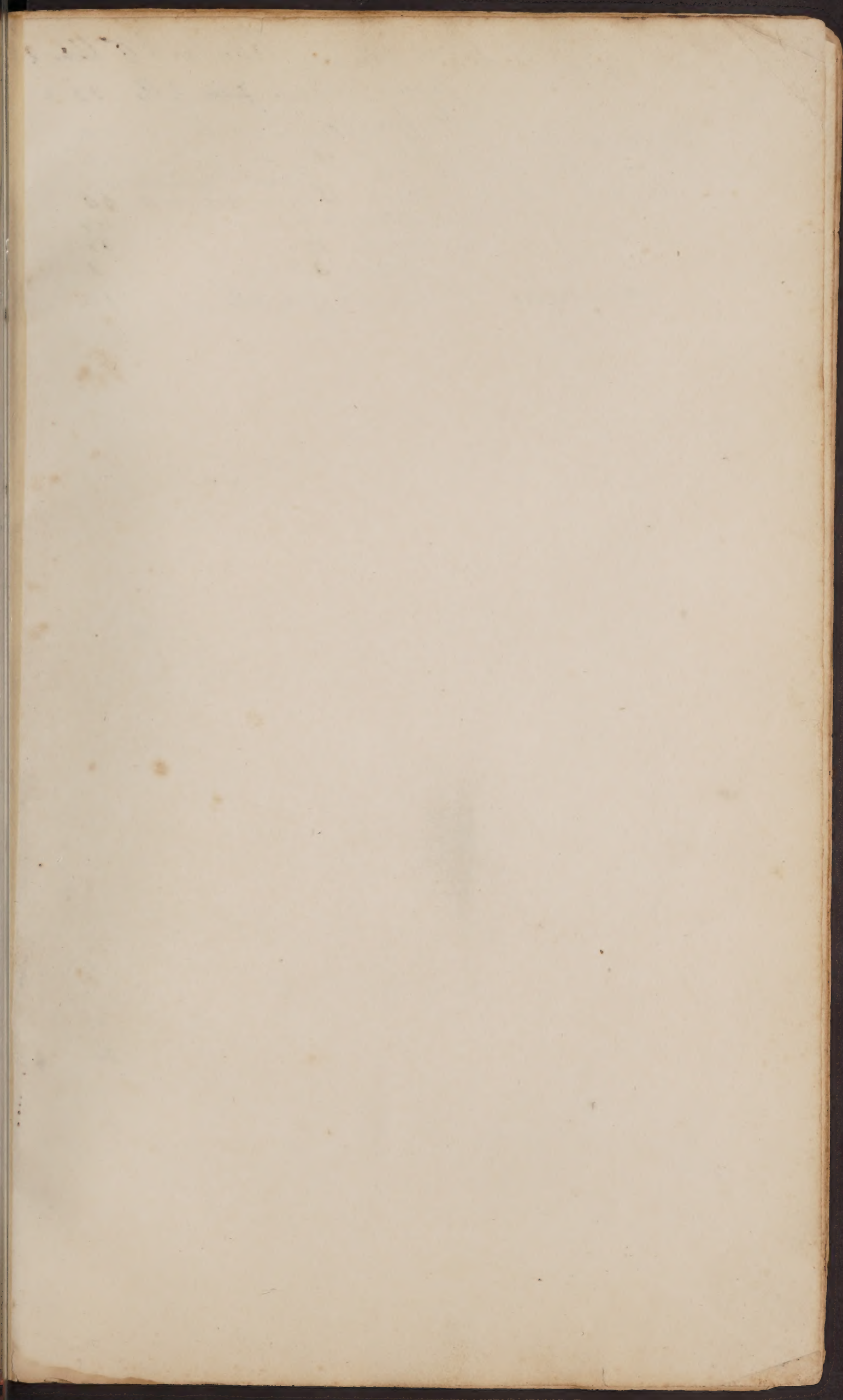
" " " " Valentine Riadell " " 50

" " " " Thompson 3 " 100









500 10th 49 Sold to B. Huxley Rhubarb 6 lbs 2

" James Gorham 3 lbs 12 cts

" N. Sprague - 3 lb 12
Asparagus 6 lb. at 6 cts - 36

" Eben Coleman 2 lb - Edward Phipps 2 lbs = 25

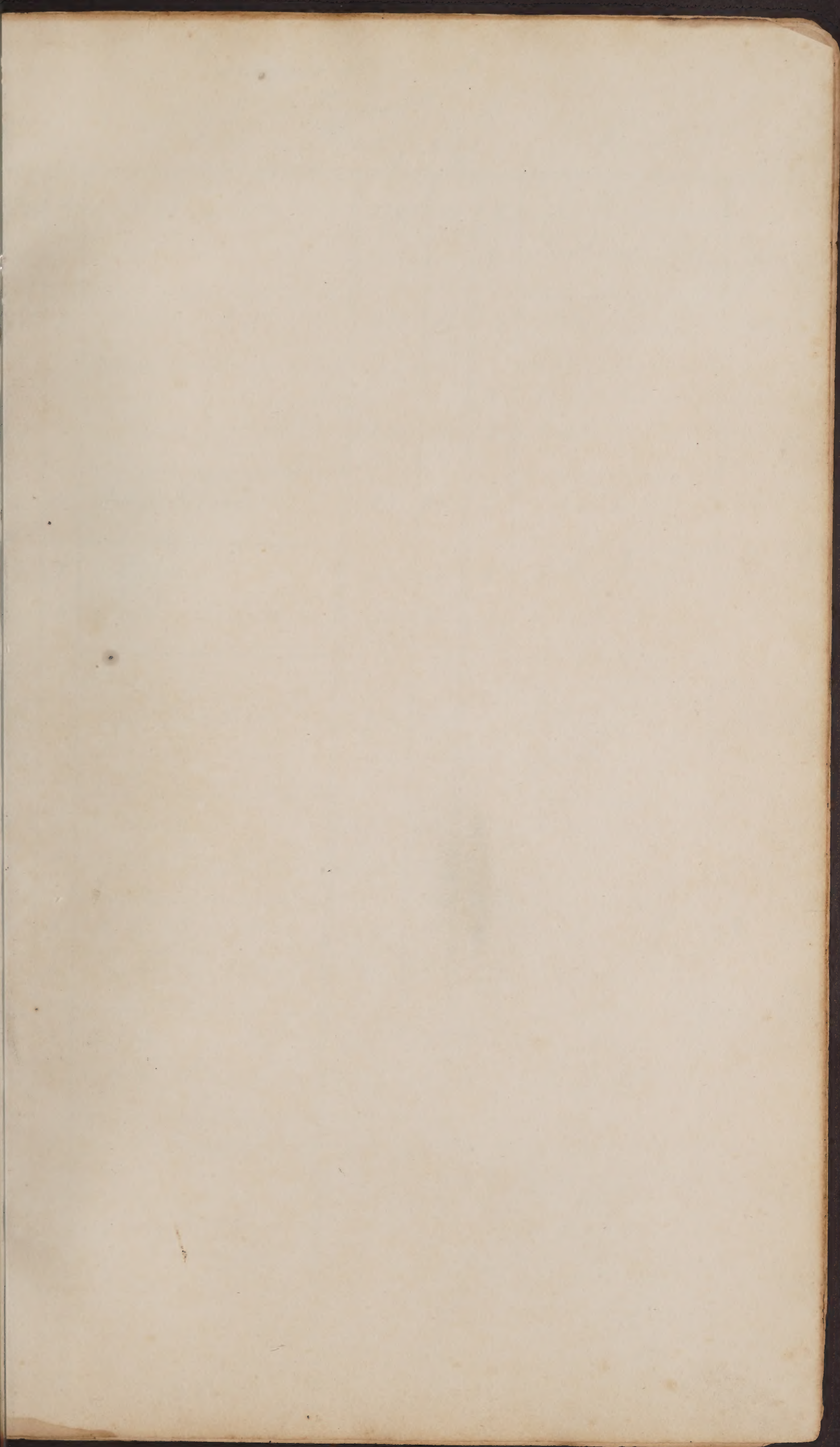
" Rhubarb to John Owen 15 lbs = 3 cts per lb, 45

" " Union Store 18 lbs = 54

" " John Owen 49 " 57

" " F. Fritter 3 lb 9

Asparagus Francis Folger 3 lbs - - - 18



Journal of

Continued

Dec.

New York 1828

Dec.

201

1628	3	N. H. Main	1150	00	3	Bills Receivable	1000	00
					6	Profit and Loss	150	00
30	1	Merchandise	173	45	4	Bills Payable	173	45
1	2	Cash	2255	55	3	Bills Receivable	2222	22
					6	Profit & Loss	33	55
5	6	Ship Ocean	41	25	2	Cash	41	25
4	2	Cash	984	50	4	Bills Payable	1000	00
	6	Profit and Loss	10	50				
6		Merchandise	6948	00		Shipment to Dublin	5740	00
						Bills Payable	1148	00
						Cash	110	00
7	4	J. Import	1000	00	1	Merchandise	2000	00
	8	Adventure, Co. & Co.	1000	00				
8	4	Bills Payable	8250	00	2	Cash	8250	37
	6	Profit & Loss	30	37				
10	2	Cash	508	92	3	Bill Receivable	508	92
	3	Bills Receivable	1993	00	4	J. Import	1993	00
11	3	Bills Receivable	1200	00	2	Cash	1000	00
					6	Profit & Loss	200	00
12	3	Bills Receivable	8000	00	1	Merchandise	2120	00
	6	Profit & Loss	1600	00	2	Cash	6090	00
			26762	57				
		Good				Send		
						Proof	26762	57

Journal A. Continued 1828

Dr. 8 lbs Cr.

May 14	5	N Swain	5000	00	3	Bills Receivable	5000	00
16	5	N Swain	1125	20	2	Cash	1125	20
					8	Commission		27
20	2	Cash	585	32	9	J W. McKimrow	2049	99
	5	W. James	1500	00	6	Profit and Loss	40	80
25	6	Profit and Loss	40	00	2	Cash	90	00
			2193	52			2193	52

New York May 31. 1828. Dr. Cr.

5	N Swain Dr to Sundries	849	62		
2	To Cash. paid. To Punctual			849	50
8	To Commission. for my brokerage			2	12
2	Cash. to Profit and Loss	1650	00	1650	00
6	June 4				
10	Shipment to Baltimore Co. A. to Sundries	7620	00		
1	To Merchandise Co. A for my half			7500	00
2	To Cash. for Shipping charges.			120	00
6					
5	N Swain. to Sundries	8458	57		
1	To Merchandise from store			6060	00
2	To Cash for Shipping charges			200	00
8	To Commission. for two commissions			326	00
7	To Bills Payable. for insurance note			261	15
		18908	19	18908	19

27	Received from Wm. Benson. Baltimore sales of 3,100 galls. wine, consigned him to sell for Co. A. the nett proceeds amount to	
28	Closed shipment to Baltimore Co. A. and rendered Milner a copy of the sales total \$19,240	17,340
28	Shipping expenses already posted \$1220	
	Commission at 2½ percent \$356.00	
	To Milner's half nett proceeds 6882.00	\$7,253
	My half first cost 2,500.00 Less 618	
29	The speculations hitherto conducted with J. Milner, are discontinued. I have therefore delivered to said Milner, his half of the goods taken to joint account, on the 18th March last and have taken my half to my proper account of Merchandise	3,150
30	Closed Merchandise Co. A. and rendered Milner an acct sales of 4,000. bbls. flour \$12000	
	Commission thereon 2½ percent \$300.00	
	J. Milner's half nett proceeds is \$5,850	
	of which I paid him in cash \$1,850.00	
	For balance, passed my Note at 30 days 4,000.00	
	My half nett profit is 1850.00	
"	Transmitted to V. Swain his acct Current Balance of interest due him up to this date	361 05
"	Expenses incurred for the last 6 months, paid in cash, as appears by Book of Expenses	

End of day Book.

Consanguinity
Consequently

perhaps

New York 1828

204

me 8	The speculation in Co. with J. Import, is dissolved. I have therefore taken to my account the whole inv in goods, which I put into his hands to be sold for the concern \$2,000 Imports half is \$1,000 My half is 1,000 Received in cash the balance of his note of May 10. 3.1. 1828, which I have given up 1135	2,773
12	Paid the Merchants Bank for my Note of the 25th March, and due 24th May \$600.00 Interest for 12 days at 5 per cent 1.20	601
"	Received from J. Wilson, Dublin, an invoice of wine shipped by him pursuant to my order and for my account to Leonard Hill, Boston \$1020 Irish 5.1.1828 Received by the same mail, from said Hill an account sales of the whole with proceeds amounting to Gained thereby \$2,051	6,211.00
12	J. Wilkinson Liverpool, advises me per letter of 20th April, that he shipped by the Rover pursuant to my order and for account No. 2. to J. Wilson, Dublin 20 crates of glass amounting to \$4,300, and that he has also, in pursuance of my order, drawn on J. Wilson at 10 days sight on my account for the amount J. Wilson's third is \$5.100 J. Jones's third is \$5.100 = \$10.200 My third is \$3.100	9,300.00
19	Paid the American Insurance Co. per check on N. S. Bank for my Note to them for 10	975.00

New York 1828

20 The ship Pacific in which I insured on account of N^o
 Swaine London \$6,510 is with the whole cargo lost
 received from the Ocean Insurance Co. my Note of
 the amt. to them, for prem \$261.65
 Cash for the balance \$62 98, 35

6510

21 Received from G. Jones. Cadix sale of 300 bls. flour shipped
 to him by the Ocean account Co. N. net proceeds being
 \$4220 for which he has remitted me his bill on Le Roy
 Bazard & Co. at 20 days sight which is accepted
 J. Milner's half is \$2,110

My half is 2,110 \$4,220

Also 500 bls. mess pork. shipped to him by
 N. Swaine. account for B. amounting to \$6,400
 My third of which, he advises me, he remitted
 on the 30th of March last, to N. Swaine
 London pursuant to my order. \$2300

6520

" Received from N. Swaine, London. sales of 1,190 bls. flour.
 shipped to him by the Virtues, Leamp account Co. B
 the net proceeds amounting to £4,400. 10.0 sterling my
 third of which is £1486. 10.0

6608

" J. Wilkinson. Liverpool, advises me per letter of the 28th
 April that the Rover in which he shipped to G^o
 Allen, Dublin, on account Co. B. 20 crates cut glass
 is lost, and no insurance effected. Whole invoice
 \$9,300 My third is

3100

" Exchanged at Allen's, at half per cent discount \$1,000
 in current bill

5

New York June 27 1828

10
10

William Benson Dr to shipment to Baltimore Co to 14,240
For nett proceeds of 3000 galls wine. consigned to
him to be sold on account of said Company

14,240 00

28

10

Sundries Dr to Sundries \$7,238
Closed the shipment to Baltimore Co. A. and rendered
Milner a copy of the account sales, the shipping
charges already posted are \$120

10
6

Shipment to Baltimore Co. A. for its balance \$6,620
Profit and Loss for my half loss \$ 618
\$ 7,238

8
6

To Commission at $2\frac{1}{2}$ per cent, on \$14,240, the total sales
To J. Milner, for his half nett proceeds. \$6,882

356
6,882

1238 00

29

1
7

Merchandise, Dr to Merchandise Co. A. \$3,150

For my half of the goods in Co with J. Milner, taken
from my Merchandise account having dissolved by mutual
consent, our speculations in Co. Delivered to him also
his half of the goods unsold

3,150 00

24628 0 0

New York June 30. 1828

Merchandise Co. A. Dr. to Sundries \$ 8,000

Having closed the concern with the J. Milner, and rendered
him sales of 1,000 bbls. flour. Total being \$ 12,000

To Commission at $2\frac{1}{2}$ per cent	\$ 300
To Cash, paid Milner in part	1850
To Bills Payable for my Note, at 30 days to Milner	4000
for balance of his net proceeds which is \$ 8,850	
To Profit and Loss for my net gain	1850

8,000 00

30

Profit and Loss, Dr. to N. L. L. \$ 361, 05.

Transmitted to him his account current the balance
of interest being in his favour

361 05

30

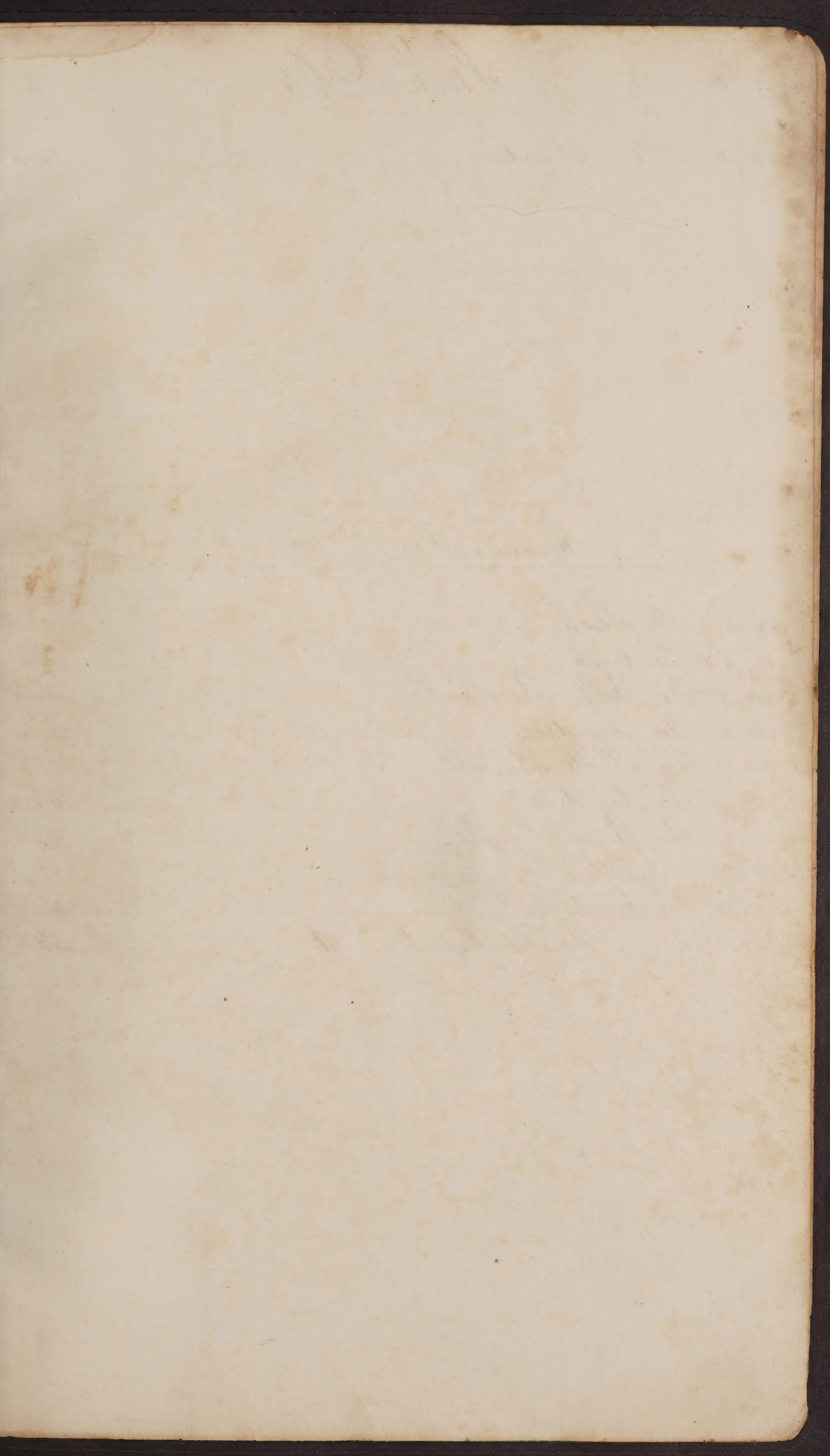
Profit and Loss, Dr. to Cash \$ 1,264. 64.

For the current expenses of the last 6 months

1264 64

9525 69

End of Journal



Stock Dr

1 1 To Sundries

7500

 Merchandise Dr

Apr 1	To Stock	100000
10 1	To Cash	150
6 10 3	To Bills Receivable	1000
11 3	To Sundries	5880
Apr 30 10	To Bills Payable	173
May 6 10	To Sundries	6998
Jan 12 1	To Bills Payable	1500
Mar 1 5	To Swains Consignment	4000
June 8 12	To Sundries	2000
29 13	To Merchandise Co. A.	3,150

Dr Cr
By Sundries 50,000 00

Cr

no 1	By Cash	500 00
8 1	By Bills Receivable	1000 00
5 2	By J Kingston	200 00
11 2	By Ship Ocean	8500 00
16 3	By Bills Payable	690 00
8 3	By N Swain	1670 22
3 6	By Sundries	1650 00
18 7	By Sundries	1500 00
10 10	By Sundries	2000 00
12 10	By Sundries	2120 00
14 7	By J Kingston	140 00
20 7	By J Kingston	250 00
3 2	By Shipment to Dublin	850 00
1 7	By Sundries	2280 00
16 11	By N Swain	6000 00

Jan 4	1	To Stock	20000	00
" 6	1	To Merchandise	500	00
16	1	To J Kingston	140	00
" 4	1	To Bills Receivable	593	10
" 6	2	To J Kingston	100	00
" 6	3	To Sundries	500	00
" 12	3	To Ship Ocean	2000	00
" 17	4	To Swains Consignment	900	00
" 28	4	To Swains Consignment	4939	59
" 27	4	Sundries	2526	58
Mar 3	6	To Sundries	2650	00
" 6	6	To Sundries	1690	00
" 19	7	To N Swain	4355	56
" 26	7	To Sundries	6418	33
" 36	8	To Sundries	860	00
" 18	9	To Profit and Loss	230	00
" 18	9	To Merchandise Co. B	2500	00
May 1	10	To Sundries	2255	55
" 4	10	To Bills Payable	989	50
" 10	10	To Sundries	808	92
" 20	10	To Sundries	585	30
" 31	11	Profit & Loss	1650	00
June 8	11	To Sundries	993	00
" 20	11	To N Swain	6248	35
Nov 1	5	To United States Bank Stock	20900	00
			84984 40	

2 Cash

110 1	By Merchandise	150 00
25 2	By Ship Ocean	1500 00
27 2	By Shipment to Liverpool	140 00
28 2	By Bills Payable	2000 00
31 2	By Bills Receivable	1000 00
6 2	By Denton and Smith	200 00
6 3	By Bills Payable	807 70
8 3	By N Swain	552 00
11 3	By Merchandise	324 75
15 3	By Ship Ocean	450 00
16 4	By Shipment to London	120 00
18 4	By Swains Consignment	220 00
5 4	By Swains Consignment	100 00
210 6	By Bills Payable	3500 00
24 7	By Merchandise Co. A	9000 00
6 7	By Sundries	140 00
3 8	By Profit and Loss	6 30
7 8	By Merchandise Co. B	200 00
193 10	By Ship Ocean	41 25
8 10	By Sundries	8280 34
10 10	By Bills Receivable	1000 00
12 10	By Sundries	6040 00
6 10	By N Swain	11728 88
5 10	By Profit and Loss	40 00
1 11	By N Swain	844 50
24 11	By Shipment to Baltimore Co. A	120 00
6 11	By N Swain	200 00
2 11	By Sundries	601 20
4 11	By Bills Payable	445 00
6 12	By Profit & Loss	5 00
0 13	By Merchandise Co. X	1850 00
30 13	By Profit & Loss	1264 64
63 2	By Shipment to Dublin	150 00
25 3	By Bills Payable	300 00
21 4	By Sundries	320 00
46 10	By United B Stock	630 00
	5050 00	
	By Merchandise	630 00
	Amount	54084 59
		5050 00

Q3
Real Estate Dr

8 to

To Stock

12000 00

Bills Receivable Dr

Aug 1	To Stock	15000 00
5 1	To Merchandise	1000 00
18 1	To Bills Payable	600 00
12 1	To John Kingston	250 00
15 2	To Cash	1000 00
16 3	To Sundries	508 92
20 4	To Swains' Consignment	500 00
27 4	To Sundries	6405 14
Apr 16 9	To Sundries	2222 22
May 10 10	To Sundries	1993 00
10 10	To Sundries	1200 00
12 10	To Sundries	8000 00
Jan 12	To Sundries	4220 00
Febr 4	To Bills Receivable	125 00
		35024 91

J. Milner Dr

Jan 4 1	To Stock	2000 00
Feb 25 5	To Wm. James	750 00
Apr 6 7	To Sundries	1801 40
Mar 18 6	To Swains' Consignment	3150 00
		77040 40

Dr

Cr

3

213

8

Feb 3	By United. S. Bank Stock	13.000 00
-------	--------------------------	-----------

Cr

Jan 24	1	By Sundries	600 00
27	2	By Shipment to Liverpool	2000 00
Feb 10	3	By Merchandise	1000 00
16	4	By Shipment to London	3000 00
Mar 26	7	By Cash	6405 77
Apr 8	8	By N. Swain	500 00
28	10	By N. Swain	1000 00
May 1	10	By Cash	2222 22
10	10	By Sundries	508 92
14	10	By N. Swain	8000 00
June 8	11	By Sundries	1443 00
Feb 4	4	By Sundries	250 00
			<u>27479 91</u>

Cr

Mar 6	6	By Merchandise Co. A.	315 00
17	6	By Merchandise Co. A.	1462 30
Apr 8	8	By Sundries	1562 80
June 12	12	By Sundries	2110 00
28	13	By Sundries	6882 00
			<u>12892 30</u>

Bills Payable Dr

18 1	To Cash	2000 00
18 3	To Sundries	1500 00
18 3 6	To Sundries	1000 00
Mar 10 6	To Sundries	4500 00
May 10	To Cash	8250 00
June 8 11	To Cash	600 00
12 11	To Cash	475 00
19 11	To W. Swain	261 65
Feb 35 3	To Cash	300 00
		<u>886 65</u>

John Import Dr

June 1	To Stock	1000 00
Apr 10 9	To Adventure Co. C	5000 00
May 10	To Merchandise	1000 00
		<u>7000 00</u>

Denton & Smith Dr

Feb 1 2	To Sundries	500 00
---------	-------------	--------

	Dr		
		Cr	
Aug 1	By Stock		3000 00
18 1	By Bills Receivable		600 00
Oct 2	By Denton and Smith		300 00
11 3	By Merchandise		1333 15
16 4	By Shipment to London		8,725 00
18 4	By Swains Consignment		4000 00
25 4	By N Swain		4500 00
Nov 8	By Merchandise. Co. B		2960 00
30 10	By Merchandise		143 45
Dec 10	By Sundries		1000 00
	By N Swain		265 65
	By Merchandise. Co. A		4000 00
12 1	By Merchandise		1500 00
1 4	By Sundries		291 25
May 10	By Merchandise		1178 00
			<u>33020 46</u>

Cr

Oct 3	By Sundries		1000 00
Nov 8	By Adventure Co. C		5000 00
Dec 10	By Sundries		1493 00
Feb 4	By Merchandise. Co. B		1 00
			<u>7000 00</u>

Cr

Aug 1	By Stock		500 00
-------	----------	--	--------

N Swain Dr

\$ Cr

68	3	To Sundries	2222	22
25	4	To Bills Payable	9500	00
Mar 6	6	To Sundries	8000	00
Apr 8	8	To Bills Receivable	500	00
28	10	To Sundries	11458	20
May 14	10	To Bills Receivable	8000	00
16	10	To Sundries	11458	20
31	11	To Sundries	899	62
June 6	11	To Sundries	6488	57
12	11	To N Swain	3100	00
26	12	To Sundries	2300	00
26	12	To Shipment To London. Co. B	2008	14
Apr 1	8	To Sundries	5053	68
			\$ 60,730	43

John Kingston Dr

Jan 14	2	To Merchandise	140	00
20	2	To Merchandise	250	00
24	3	To Merchandise	200	00
			\$ 590	00

William James Dr

May 10		To Sundries	1500	00
--------	--	-------------	------	----

5

277

	Dr	Cr	
Aug 1		By Stock	4000 00
Aug 3		By Merchandise	4444 44
27 7		By Sundries	8888 88
Mar 14 7		By Sundries	4444 44
19 7		By Sugars Consignment	23090 00
Oct 5 8		By Shipment From London to Cadiz	1866 66
7 8		By Merchandise Co. B	2424 62
Jan 12 11		By Sundries	9300 00
20 11		By Sundries	6510 00
30 13		By Profit & Loss	2861 05
Apr 20 9		By Merchandise Co. B.	3246 66
			<u>865431 75</u>

Cr

Jan 16 1	By Cash	140 00
22 1	By Bills Receivable	250 00
26 2	By Sundries	200 00
		<u>\$ 590 00</u>

Cr

Feb 5	By Sundries	1500 00
-------	-------------	---------

Profit and Loss Dr

24	1	To Bills Receivable	6	30
26	2	To J. Kingston	100	00
26	4	To Swains' Consignment	60	41
Mar 14	7	To N. Swain	88	88
Apr 3	8	To Cash	6	30
May 4	10	To Bills Payable	10	50
8	10	To Cash	30	37
12	10	To Sundries	160	00
25	10	To Cash	90	00
Jun 12	11	To Cash	1	20
26	12	To Shipment from Liverpool to Dublin, Co. B	3100	00
26	12	To Cash	2	10
28	13	To Sundries	618	00
30	13	To N. Swain	361	05
30	13	To Cash	1264	64
Feb 26	3	To Swains' Consignment	1125	00

Shipment from Liverpool to Dublin Dr

June 12	11	To N. Swain	3100	00
---------	----	-------------	------	----

Ship Ocean Dr

Jan 25	2	To Sundries	10000	00
Feb 15	3	To Cash	450	00
May 3	10	To Cash	41	25

Dr 3 Cr 6 211 8 10

Feb 3	By Sundries	8	32
6 3	Bills Payable	2	30
27 4	By Sundries	43	44
Mar 6	By Merchandise Co. A	337	50
19 7	By Swain's Consignment	38	00
20 7	By Cash	12	56
Apr 16 9	By Sundries	22	22
18 9	By Cash	230	00
28 10	By V. Swain	150	00
May 1 10	By Cash	33	33
10 10	By Bills Receivable	200	00
20 10	By Sundries	40	88
31 11	By Cash	1650	00
June 12 11	By Hill	2054	00
30 13	By Merchandise Co. A	1850	00
Apr 20 10	By Merchandise Co. B	817	06

June 36	By Profit & Loss	3100	00
---------	------------------	------	----

Cr

Feb 12 3	By Cash	2000	00
Feb 6 7	By Sundries	400	00

Shipment To Liverpool Dr

1837 2 To Sundries 2140 00

Shipment To London Dr

1836 4 To Sundries 11545 00

Swains Consignment Dr

1838 4 To Sundries 4220 00
 1835 4 To Cash 1000 00
 Mar 11 7 To Sundries 24520 00

Merchandise Co. A. Dr

Febr 5 To Wm James 150 00
 Mar 12 6 To T Milner 245 00
 14 6 To Sundries 1845 00
 29 7 To Cash 4000 00
 April 9 To Merchandise Co. B 1500 00
 June 13 To Sundries 8000 00
 Mar 18 6 To Swains Consignment 3150 00

D. F.

7
Cr

221

8

Apr 18 9. By J. Wilkinson

2094 44

Cr

Cr

Feb 19 4	By Cash	900 00
20 4	By Bills Receivable	500 00
28 4	By Sundries	5000 00
Mar 6	By Sundries	3500 00
6 6	By Sundries	8640 00
Mar 1 5	By Merchandise	4000 00
18 5	By Sundries	6300 00

Cr

Mar 3 6	By Sundries	1000 00
6 6	By Sundries	1000 00
10 6	By Bills Payable	1000 00
Mar 4 11	By Shipment to Baltimore	4500 00
29 13	By Merchandise	3150 00
Apr 1 7	By Sundries	1200 00

Dr

Calvin Little Dr

\$ 615

1836

To Sundries

2500 00

Commission Dr

Shipment To Cadiz Co. A. Dr

Apr 1
May 10

To Sundries

1801 40

1000 00

Adventure Co C Dr

Apr 8
May 10

To Imports

To Merchandise

4000 00

1000 00

Feb 2 By Shipment to Dublin 2500 00

Cr

March 6	By Merchandise. C. A	15 00
19 7	By Swain's Consignment	1442 00
May 16 10	By V Swain	24 32
31 14	By V Swain	2 12
June 6 14	By V Swain	326 92
28 13	By Sundries	356 00
30 13	By Merchandise. Co. A	300 00
April 7	By Sundries	369 98
20 9	By Merchandise Co. B.	653 00

Cr

June 26 12	By Sundries	2110 00
------------	-------------	---------

By Sundries	Good per pen
By Sundries	hook

Cr

April 10 8	By Import	5000 00
June 8/11	By Sundries	1000 00

Shipment From London to Cadiz Dr

Feb 8 To A Swain

1866 60

Merchandise Co. B. Dr

Mar 8 To A Swain

2429 62

7 8 To Sundries

2660 00

John W. Wilkinson Dr

April 9 To Shipment to Liverpool

2044 44

Shipment to Dublin Dr

May 2 To Sundries

3500 00

Leonard Hill Dr

June 10 To Sundries

6291 00

J B

Cr

225

8

Mar 26 12

By Sundries

2,300 00

Cr

Apr 16 9

By Sundries

3000 00

18 9

By Sundries

14000 00

Cr

May 20 10

By Sundries

2044 44

Cr

May 6 10

By Merchandise

5740 00

Cr

10
J. M. Wilson Dr

8 60

William Benson Dr

June 27 12 To Shipment to Baltimore Co. A 14,240 00

United States Bank Stock Dr

Feb 15 3 To Sundries 18,050 00

James Jones Dr

Apr 1 7 To Sundries 5053 68
June 12 13 To W. Swain 3,100 00

Shipment To London Co. B. Dr

April 1 7 To Sundries 5053 67

Shipment to Baltimore Co. A. Dr

June 4 11 To Sundries 1620 00
28 13 To Sundries 8630 00

June 12

Cr 10

227

June 12 11

By Leonard Hill

9,182 00

Cr

Cr

Mar 2 5

By Cash

20,400 00

Cr

Apr 20 9

By Merchandise Co. B

3246 66

Cr

June 24 12

By N Swain

6,608 14

Cr

June 24 10

By Wm Benson

14,790 00

5 Import Dr.
13 to Adventure Co. B 5600.00

Sundries Dr. to Sundries

1 Bills Receivable 2222.22
2 Cash 560.00
14 To Merchandise Co. B
3 Do Profit & Loss

14 C. Wilkinson Dr 2099.99
8 To Shipment to Liverpool

2 Cash Dr 230.00
1 Do Profit & Loss

14 Sundries to Merchandise Co. B

11 Merchandise Co. A 7500.00
2 Cash 2500.00

8 10356.66 6
10356 66
8 66

New York 1852

25 I received from me per letter of 20th March, that he
 has received from J. Limer, master of the Ship *Vip*
Amica £258.15.0 in full for principal and premium
 on 1000. lent by me to said Limer on his bottomry
 bond, which I have given up premium \$150.

1150

26 Effected insurance with the Ocean Insurance Co. on
 no. 140 at 3 per cent. prem. being the amount of an invoice
 of goods shipped to me per the *Venus*. Ward by J.
 Wilson, Dublin, my account, and now on its way
 hither for which passed my note at 4 months
 Policy \$125.

173

27 Sold per Cash at 12 per cent prem. to Hing & Curtis,
 of New York to Grant's set of exchange on Baring &
 Co. London, 1500 sterling \$2,135.22
 Premium 33.33

175

28 Paid the Pacific Insurance Co. half per cent. premium
 on \$1000 for insurance effected on my ship the
Ocean bound to Cadiz. Policy \$1.15

91

29 The Merchants Bank has discounted J Imports
 Note at 60 days which he this day exchanged with
 me for mine of the same amount and time 1000
 Received in Cash 989.50
 Discount Allowed 10.50

1000

30 Delivered to J. Import, to sell for C. C. a quantity
 Merchandise, S. D. 2. which I value at 2000
 Imports half is \$1000
 My Self is \$1000

2000

N Swain	500	00	Wm. Brown	100
Profit & Loss	6	30	Cash	
Adventure Co. C	7000	00	J. Import	
Shipment from Louis on to Cadiz. Co. B	1500	66	N Swain	1500
Merchandise. Co. B	2929	62	N Swain	2127
Merchandise. Co. B	2600	00	B. Lyall	2460
			Cash	200
	1161	58		11961
				58

New York 1826

11

Received by the account of the Boston run
 which will be for our joint account the net pro-
 fits 11,000. My half is

5,500

Received by Dunlop & Grant 5,100 galls. Madeira wine
 account Co. B. at \$6 per gallon \$3,060. Received in
 payment, at 1 percent discount for my account three
 of Exchange at 60 days sight, on Baring & Co.
 London £500 sterling \$2,222.22
 Amount off 22.22 2,200
 Cash for the ballance 860

3,060.00

18

Received by the Minerva. Howland, from J. With-
 son. Liverpool an. account sales 200 bbls flour, con-
 signed to him on my account. Net proceeds
 £200 sterling

2,099.90

22

Found in Gulton-street a pocket-book containing
 £230 in bank bills, which I advertised; but the
 owner has not appeared

230.00

25

Taken to account Co. A. the remaining 2,000 gallons wine,
 owned by Co. B. at \$5 per gall. 10,000
 J. Milner has put in 1,000 gallons 5,000
 Of which, each partner's share is \$2,500
 J. Milner has paid the ballance 2,500
 in Cash

10,000.00

7	W Swain	300	00				
2	Cash	4355	56	7	W Swain		
6	Profit & Loss	58	88				
8	Swain's Consignees	24520	00	6	Profit & Loss		
				5	Commission		
				9	W Swain	250	00
9	Merchandise Co. A	4000	00	2	Cash	4000	00
2	Cash	6418	33	4	Bills Receivable	6418	33
				6	Profit and Loss	12	50
7	T Milner	1801	40	1	Merchandise	1500	00
				4	T Milner	1562	80
10	Shipment to Cadix Co. A	1801	4	2	Cash	140	00
				3	Ship Ocean	400	00
		42985	57			42985	57

7th. I have sold to him, and he sold him on his V.
old lot, all of Mr. Swain's goods, 3 lots. I have
guaranteed the sales.

500

My Note exchanged with William Prince 15th
January last and discounted by the Merchants bank
at 60 days \$600 Paid discount in Cash

636

in pursuance of an agreement between John Imp
and myself to speculate in company each one
half, the affairs to be conducted by him he has
bought for the concern a quantity Boston
rum which amounts per invoice rendered
to 5,000. My half is

40000

Nathl. Swain, London advises me per letter 27th
 February, that he shipped, per the Drake,
 to A. Sches. Cadix on account Co. B. 500 barrels
 mess pork amounting per invoice to £ 1200 sterling
 My third is £ 120

1.866 66

Received by the ship Rampler. Crown from London
20 pipes Mediera wine. 2.510 gallons shipped to me
Feb 20 by W. Swain. to be sold for Co. B. amount-
ing per invoice to £ 1.640 sterling My third 2.129 62
of which £ 546. 13. 4 equal to
Bonded the above at 12 months. 2 per Cent off £2.400
Paid freight &c. in Cash 200 2.600 00

200 2660 00

1	Bills payable	1,000	00
1	Calvin Little	2,500	00
2	Cash	2,650	00

4	W. S. Main	8,000	00
2	Cash	1,640	00

1	Bills Payable	4,500	00
---	---------------	-------	----

9	Merchandise Co. A	3	75	00
---	-------------------	---	----	----

1	Merchandise Co. A	1,875	00
		22,540	00

8	Swains Consignments	4,200	00
9	Merchandise Co. A	1,000	00
1	Merchandise	1,150	00

1	Merchandise Co. A	1,000	00
8	Swains Consignments	2,000	00

2	Cash	3,200	00
9	Merchandise Co. A	1,000	00

4	T. Milner	3	75	00
---	-----------	---	----	----

5	Commission	75	00
4	T. Milner	1,462	50
6	Profit & Loss	337	50
		22,540	00

John Smith

Received of the Ocean King for cash on C. A. Jones, for
 King, or order, at 30 day sight & equal

7,444,44

87,444,44

to off

88.88

4335 56

Closed Swain's Consignment Account, and transmitted
 him on account sales. Charges already posted

7,320

Commission and advertising (I advertise by the year) \$38
 Commission on \$28,840, the total sales at 5 per
 Cent is

1,442

Nett proceeds to be taken to Swain's Cr. 23,070

24,520 00

Thomas Milner & I have bought for cash on
 joint account each half 1,000 barrels flour
 at \$8 \$8,000. My half is

4,000 00

Received cash for Jones & Town for there Note
 dated 27th Feb, and due 14 inst \$6,405.77
 Interest for 10 days at 2 per Cent

12.56

6,418 33

Shipped by the Ocean King, for Cadix, and consigned
 to James Jones, to be sold for C. A. 150 barrels
 flour from store

\$1,500.00

150 do put on board by T. Milner

\$1,500.00

Paid expenses in cash

140 00

Milner passed his note to the Ocean Ins
 urance Co. for premium on \$3,140 at 2
 per Cent

62.80

Freight of my ship the Ocean per agreement 400.00

3,602

80

T. Milner's half is \$1,801.40 } \$3,602 80
 O. N. half is 1,801.40 }

42,896 69

5	Shipment to London	11,845	00	7	Bills Receivable		
				7	Bills Payable		
				2	Cash		
8	Swain's Consignment	4,226	00	7	Bills Receivable		
				2	Cash		
2	Cash	900	00	8	Swain's Consignment	900	00
1	Bills Receivable	500	00	8	Swain's Consignment	500	00
8	Swain's Consignment	1,000	00	2	Cash	100	00
4	W Swain	7,500	00	1	Bills Payable	7,500	00
		<u>22,065</u>	<u>00</u>			<u>22,065</u>	<u>00</u>

231

5007

8932 35

1507 50

Gained by exchange \$22.12 } \$ 05
Viburnum Note 21.35 } 43, 97

28 In pursuance of an agreement with Thomas Milner
to speculate in copartnership, the concern to
be equal, and the affairs to be conducted by
me, I have bought of Wm. James, on acco-
unt, for our joint account 1,000 gallons Cog-
nac Brandy \$1.50
S. Milner's half is \$750
My half 750 } 1500

2	Cash	1139	54
6	Profit & Loss	60	41

1	Bills Receivable	6405	17
2	Cash	2526	58

9	Merchandise	450	00
4	S. Milner	450	00
		<u>15432</u>	<u>35</u>

4	M. Smith		
6	Profit & Loss		

5	W. James	1500	00
		<u>15432</u>	<u>35</u>

Quantity of Merchandise from Store	\$ 3,500	
Brandy Co. A. 2	1,000	
	<u>1,650</u>	6,150 00

in payment, my Note passed to J. Hill on		
December last, and now due	\$ 1,000	
Order at sight on Calvin Little	2,500	
which I value in acc't with him		
Balance	<u>2,650</u>	86,150

Sold Henry Shaw, 500 gallons Brandy account Co. A.		
at \$2 per gallon	\$1,000	
Quantity Shaw's goods,	<u>8,640</u>	9,640 00

Paid Denton & Smith for W. Swain's Bill on me		
at 25th Feb. 84, 500		
In Cash	\$ 3,500	
Sold them on account of Co. A, 500 gallons		
Brandy at \$2	<u>1,000</u>	4,500 00

12 Received of T. Milner to sell on Joint account		
500 gallons Cogniac Brandy \$1.50	450	3,150 00
My half is		

17 Closed the Account of Merchandise in Co. A, and rendered Milner an Account Sales, total Sales being \$3,000		
My commission thereon, 2½ per cent.	\$ 75.00	
T. Milner's half nett proceeds	1,462.50	
My nett. profit	<u>337.50</u>	1,875 00

7	Cash	500	00	1	Merchandise		
2				2	Cash		
				6	Profit and Loss		
1	Bills Payable	1,500	00	3	Merchandise		
				2	Cash		
4	N Swain	2,222	22	2	Cash		
3	Merchandise	1,000	00	1	Bills Payable		
3	Merchandise	5,880	00	4	N Swain	4,444	44
				4	Bills Payable	1,111	11
				2	Cash	324	75
2	Cash	2,000	00	3	Ship Ocean	2,000	00
3	Ship Ocean	750	00	2	Cash	750	00
		1438	14			14367	14

	Received of King & Co. Bill on J. M. M. & Co. due on 1st inst. for barrel	13.00	
	Wheat, bought of Temple & Camp, on my note at 60 days, at \$1.25	8.250	
	Shipping expenses in Cash	120	
	Insured at 2 months to the Amer- ican Insurance Company, for premium at four per Cent (having paid the premium) p. 11.25	4.75	
			11.845 00
	Received of Nimrod, watters from London, an Dry Goods, consigned to me by N. sold for his account, amounting per bill to \$295.90		
	Bonds to the Custom House at 8, 10 and 12 months for duties	4.000	
	Paid Freight &c. in Cash	.222	4.222 00
19	Sold, for Cash, to J. Harding, a quantity of Swain's good. Commission Sells. Book		1000 0
20	Sold to Joseph Smith on his note at 6 months a quant- ity of Swain's goods.		500
25	Refunded in Cash to J. Harding as an abatement for dam- aged goods sold him on account of N. Swain.		100 00
27	Accepted N. Swain's Bill on me at 10 days' sight, favour of Denton & Smith		1.500 00

3	Ship Ocean	10.000 00	3 - Merch	
			2 - Cash	
2	Cash	100 00	8 -	
6	Profit & Loss	100 00		
8	Shipment to Liverpool	2,140 00	7 -	
			2 -	
4	Bills Payable	2,000 00	2 - Cash	
7	Bills Receivable	1,000 00	2 - Cash	1,000 00
1	Denton & Smith	500 00	4 - Bills Payable	300 00
			2 - Cash	200 00
		16,040 00		16,040 00

	Balance	1,000
	to T. Norton & Co. in payment for my A/c dated the 12th January last, viz. ready at \$1.50	\$690.00 \$07.10 230
	at 1 per Cent. allowed	1,500
	White for N. Swain's Bill of Exchange on me at sight, his favour \$2,222.22	1,670.22 552.00
	Balance	2,222.22
	Received by a quantity of Coffee. in full	1,000
	Received by the Ship America, Swain, from London. a quantity of dry goods, shipped to me by N. Swain Dec, 30, 1823. Pursuant to my order and for my account amounting per Invoice to £1,000 sterling	\$9,449.77
	Bonded the same at Custom House for duties at 8, 10, and 12 months	1,111.11
	Paid Freight & in Cash	324.45
12	Received from Capt King for freight of Ship Ocean	2,000
15	Paid for repairs of the Ship Ocean	150

		21,000 00			
		11,000 00			
	Estat	12,000 00	1	Stock	
7		5,000 00			
4	S. Milner	2,000 00			
5	S. Import	1,000 00			
1	Stock	4,500 00	4	Bills Payable	500 00
			4	N. Insurance	1,000 00
			9	Dent. & Smith	2,000 00
2	Cash	500 00	3	Merchandise	500 00
4	Bills Receivable	1,000 00	3	Merchandise	5,000 00
3	Merchandise	150 00	2	Cash	100 00
2	Cash	140 00	6	S. Kingston	100 00
4	Bills Receivable	600 00	4	Bills Payable	600 00
	S. Kingston	250 00		Merchandise	250 00
4	Bills Receivable		6	S. Kingston	
	Cash	593 40	1	Bills Receivable	600 00
	Profit & Loss	6 30			
		60,740 00			60,740 00

of Capt. Long, the Ship Captain
Paid him in Merchandise, \$8.500
the balance in Cash. 1.500

has failed and paid me 10 shillings
Received in Cash \$100
the balance \$100

Shipped by the Brig Minerva, Howland, and
consignee J. Wilkinson, Liverpool, to be sold
on account 200 barrels flour bought of W.
T. Smith at 10 shillings per barrel
Paid in Cash 2.140

Paid the following person in full for my A/c
Dunlap & Grant 1,000
King & Curtis 1,000 2,000

31 Lent to D. Linge on his Bottomry Bond \$1,000
in Cash to be repaid with 15 per cent, premium
to N. Swain, London, on my account
20 days after the arrival of his ship at
Neptune at that port \$1,000

F 1

Delivered to Denton G. Smith to balance my
account with then my note at 20 days 500
Cash for balance 200 \$300

